

**FAIRFAX COUNTY
BOARD OF SUPERVISORS
March 19, 2019**

AGENDA

9:30	Done	Presentations
10:00	Done	Board Appointments to Citizen Boards, Authorities, Commissions, and Advisory Groups
10:10	Done	Items Presented by the County Executive

**ADMINISTRATIVE
ITEMS**

1	Approved	Authorization for the Department of Family Services to Apply for and Accept Grant Funding from the U.S. Department of Health and Human Services Associated with the Early Head Start Child Care Partnership and Expansion Grant
2	Approved	Authorization for the Department of Family Services to Apply for and Accept Grant Funding from the U.S. Department of Health and Human Services for the Continuation of Funding Associated with the Head Start and Early Head Start Grant
3	Approved	Extension of Review Period for 2232 Applications (Sully and Springfield Districts)
4	Approved	Authorization to Advertise a Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of Little River Turnpike Walkway from Columbia Rd. to Mayhunt Ct. (Mason District)
5	Approved	Streets into the Secondary System (Mount Vernon District)
6	Approved	Approval of Traffic Calming Measures as Part of the Residential Traffic Administration Program (Braddock, Hunter Mill, and Mount Vernon Districts)
7	Approved	Authorization to Advertise a Public Hearing to Amend the Current Appropriation Level in the FY 2019 Revised Budget Plan
8	Approved	Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance Amendment Re: Articles 2, 3, 6, 8, 10, 18 and 20 – Community Gardens, Farmers Markets, Gardening as an Accessory Use and Related Changes

**FAIRFAX COUNTY
BOARD OF SUPERVISORS
March 19, 2019**

**ADMINISTRATIVE
ITEMS
(Continued)**

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| 9 | Approved | Authorization to Advertise a Public Hearing to Consider an Ordinance to Amend and Readopt Fairfax County Code Section 7-2-13 and Relocate the Polling Location for the Belleview Precinct in the Mount Vernon District |
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ACTION ITEMS

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|---|-----------------|---|
| 1 | Approved | Adjustment to Road Fund Rates, Approval of Guidelines for the Centreville and the Tysons Road Funds, and Updates to Existing Road Fund Guidelines (Dranesville, Springfield, Hunter Mill, Braddock, Sully, and Providence Districts) |
| 2 | Approved | Approval of Project Agreements Between the Department of Rail and Public Transportation (DRPT) and Fairfax County to provide Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds for Operation of Five Connector Stores |
| 3 | Approved | Approval of the Project Agreement Between the Virginia Department of Rail and Public Transportation (DRPT) and Fairfax County for Fiscal Year (FY) 2019 Funding for the I-95 Transit and Transportation Demand Management Plan Operating Assistance (Lee, Mason and Mount Vernon Districts) |
| 4 | Approved | Approval of a Resolution Requesting the Fairfax County Economic Development Authority (EDA) Issue Revenue Refunding Bonds Series 2019A for Six County Public Facilities Projects – James Lee Community Center, Herndon Harbor House, Bailey’s Community Center, Mott Community Center, Gum Springs Community Center, and South County Government Center (Providence, Dranesville, Mason, Springfield, and Mount Vernon Districts) |
| 5 | Approved | Approval of Request for Virginia Department of Transportation (VDOT) Projects to Meet Stormwater Management Requirements |

**INFORMATION
ITEMS**

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| 1 | Noted | Contract Award - Legal Services for Older Adults |
| 2 | Noted | Fairfax County Transportation Status Report |

**FAIRFAX COUNTY
BOARD OF SUPERVISORS
March 19, 2019**

10:20	Done	Matters Presented by Board Members
11:10	Held	Closed Session
PUBLIC HEARINGS		
3:00	Approved	Public Hearing on SE 2018-SU-016 (LB Franklin Farm LLC) (Sully District)
3:00	Deferred to 4/9/19 at 2:00 p.m.	Public Hearing on PCA 2013-MV-001/CDPA 2013-MV-001 (Wesley Huntington Landlord, LLC) (Mount Vernon District)
3:00	Deferred to 4/9/19 at 2:00 p.m.	Public Hearing on PCA 84-C-048 (Prince Towne, LLC) (Hunter Mill District)
3:00	Approved	Public Hearing on RZ 2018-SU-023 (Pohanka Virginia Properties, LLC) (Sully District)
3:00	Approved	Public Hearing on SEA 94-Y-023 (Pohanka Virginia Properties, LLC) (Sully District)
3:30	Approved	Decision Only a Proposed Zoning Ordinance Amendment Re: Article 12, Signs, and Related Provisions
3:30	Approved	Public Hearing on RZ 2018-PR-015 (1500 Westbranch Holdings, LLC) (Providence District)
3:30	Approved	Public Hearing on PCA 88-D-005-10 (1500 Westbranch Holdings, LLC) (Providence District)
3:30	Approved	Public Hearing on PCA 2009-HM-017-02/CDPA 2009-HM-017 (Brightview Senior Living Development, LLC) (Dranesville District)
4:00	Approved	Public Hearing on Proposed Plan Amendment 2018-IV-S1 Lewin Park, Located in the Northwest Quadrant of the Franconia-Springfield Parkway and Beulah Street Intersection (Lee District)
4:00	Deferred to 5/7/19 at 4:30 p.m.	Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of Springfield Multi-Use Transit Hub (Lee District)

**FAIRFAX COUNTY
BOARD OF SUPERVISORS
March 19, 2019**

**PUBLIC
HEARINGS
(Continued)**

4:00	Approved	Public Hearing on Proposed Amendment to Update Appendix Q (Land Development Services Fee Schedule) of The Code of the County of Fairfax, Virginia (Code) Regarding ePlans and Other Updates
4:00	Approved	Public Hearing on a Proposed Amendment to the Code of the County of Fairfax, Virginia (County Code) Re: Repeal of Chapter 71 (Expedited Building Plan Review)
4:30	Approved	Decision Only on the Enlargement of Small and Local Sanitary Districts for Refuse/Recycling and/or Vacuum Leaf Collection Service (Providence District)
4:30	Approved	Public Hearing on a Proposal to Abandon and Discontinue Portions of Lorton Road and Furnace Road, and Petition for Acceptance of the New Alignment for Lorton Road, Furnace Road, and Workhouse Road (Mount Vernon District)
4:30	Public Hearing Held; Action Deferred	Public Hearing on the Proposed Consolidated Plan One-Year Action Plan for FY 2020
4:30	Deferred to 5/7/19 at 4:00 p.m.	Public Hearing on Proposed Plan Amendment 2018-III-DS1, Land Unit J of the Dulles Suburban Center, Located East and West of Route 28, South of Old Lee Road and Walney Road, and North of Braddock Road, Stonecroft Boulevard, and Poplar Tree Road (Sully District)
5:00	Approved	Public Hearing to Consider Adopting an Ordinance Creating a Commercial Property Assessed Clean Energy (C-PACE) and Resiliency Program

REVISED



Fairfax County, Virginia **BOARD OF SUPERVISORS** **AGENDA**

Tuesday
March 19, 2019

9:30 a.m.

RECOGNITIONS

- RESOLUTION — To congratulate Leidos for its 50th anniversary and support of the Fairfax County community. Requested by Supervisor Hudgins.

DESIGNATIONS

- PROCLAMATION — To designate March 18-24, 2019, as Women Veterans Week in Fairfax County. Requested by Supervisor Herrity.
- PROCLAMATION — To designate April 1-7, 2019, as Public Health Week in Fairfax County. Requested by Chairman Bulova.
- PROCLAMATION — To designate April 7-13, 2019, as Library Week in Fairfax County. Requested by Chairman Bulova.
- PROCLAMATION — To designate April 2019 as Arab American Heritage Month in Fairfax County. Requested by Chairman Bulova.

— more —

Board Agenda Item
March 19, 2019

- PROCLAMATION — To designate March 2019 as **Alternative** Dispute Resolution Month in Fairfax County. Requested by Supervisor Cook.
- PROCLAMATION — To designate April 2019 as Fair Housing Month in Fairfax County. Requested by Chairman Bulova.

STAFF:

Tony Castrilli, Director, Office of Public Affairs
Bill Miller, Office of Public Affairs
Austin Hendrick, Office of Public Affairs

Board Agenda Item
March 19, 2019

10:00 a.m.

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

ENCLOSED DOCUMENTS:

Attachment 1: Appointments to be heard March 19, 2019
(An updated list will be distributed at the Board meeting.)

STAFF:

Catherine A. Chianese, Assistant County Executive and Clerk to the Board of Supervisors

March 19, 2019

FINAL COPY

APPOINTMENTS TO BE HEARD MARCH 19, 2019
(ENCOMPASSING VACANCIES PROJECTED THROUGH **APRIL 30, 2019)**
(Unless otherwise noted, members are eligible for reappointment)

A. HEATH ONTHANK MEMORIAL AWARD SELECTION COMMITTEE
(1 year)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Kerrie Wilson (Appointed 1/10-1/18 by Foust) Term exp. 1/19	Dranesville District Representative	Kerrie Wilson	Foust	Dranesville
VACANT (Formerly held by Ronald Copeland; appointed 1/05-1/17 by Hudgins) Term exp. 1/18 <i>Resigned</i>	Hunter Mill District Representative	Catherine Shaw	Hudgins	Hunter Mill
Eileen J. Garnett (Appointed 1/03-2/17 by Gross) Term exp. 1/18	Mason District Representative		Gross	Mason

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

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Alisha Keirstead; appointed 6/17 by Storck) Term exp. 9/20 <i>Resigned</i>	Mount Vernon District Representative	Storme Gray	Storck	Mount Vernon

AFFORDABLE DWELLING UNIT ADVISORY BOARD (4 years)
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<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Mark Drake (Appointed 2/09-5/12 by McKay) Term exp. 5/16	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 <i>Resigned</i>	Lending Institution Representative		By Any Supervisor	At-Large

AIRPORTS ADVISORY COMMITTEE (3 years)
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<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by George Page; appointed 1/05-1/16 by Hudgins) Term exp. 1/19 <i>Resigned</i>	Hunter Mill Business Representative		Hudgins	Hunter Mill

ARCHITECTURAL REVIEW BOARD (3 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by John A. Carter; appointed 2/17 by Hudgins) Term exp. 9/18 <i>Resigned</i>	Related Professional Group #4 Representative		By Any Supervisor	At-Large

ATHLETIC COUNCIL (2 years)				
<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Gregory Beckwith (Appointed 7/13-5/17 by Foust) Term exp. 3/19	Dranesville District Principal Representative		Foust	Dranesville
William C. Horrigan (Appointed 6/15-5/17 by Foust) Term exp. 3/19	Dranesville District Alternate Representative		Foust	Dranesville
James Richard Elder (Appointed 6/17 by Hudgins) Term exp. 3/19	Hunter Mill District Principal Representative	James Richard Elder	Hudgins	Hunter Mill
Harold Leff (Appointed 6/17 by Hudgins) Term exp. 3/19	Hunter Mill District Alternate Representative	Harold Leff	Hudgins	Hunter Mill
Lisa MicKey (Appointed 11/14-3/17 by McKay) Term exp. 4/19	Lee District Principal Representative	Lisa MicKey	McKay	Lee
VACANT (Formerly held by Karin Stamper; appointed 9/09-4/16 by McKay) Term exp. 4/18 <i>Resigned</i>	Lee District Alternate Representative		McKay	Lee
VACANT (Formerly held by Terry Adams; appointed 11/11-7/13 by Gross) Term exp. 6/15 <i>Resigned</i>	Mason District Alternate Representative		Gross	Mason

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ATHLETIC COUNCIL (2 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Salvatore Colangelo (Appointed 3/17 by Storck) Term exp. 3/19	Mount Vernon District Principal Representative		Storck	Mount Vernon
Paul J. Dean (Appointed 6/17 by Storck) Term exp. 3/19	Mount Vernon District Alternate Representative		Storck	Mount Vernon
Jane Dawber (Appointed 3/13-9/16 by Hudgins) Term exp. 6/18	Women's Sports Alternate Representative		By Any Supervisor	At-Large
Gary Flather (Appointed 3/16-3/17 by K. Smith) Term exp. 3/19	Sully District Principal Representative	Gary Flather	K. Smith	Sully
Mark E. Abbott (Appointed 4/03-3/05 by Frey; 5/17 by K. Smith) Term exp. 3/19	Sully District Alternate Representative	Mark E. Abbott	K. Smith	Sully

BARBARA VARON VOLUNTEER AWARD SELECTION COMMITTEE (1 year)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Judith Fogel; appointed 6/12-5/15 by Gross) Term exp. 6/16 Resigned	Mason District Representative		Gross	Mason

BOARD OF BUILDING AND FIRE PREVENTION CODE APPEALS (4 years)

(No official, technical assistant, inspector or other employee of the DPWES, DPZ, or FR shall serve as a member of the board.)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
David R. Conover (Appointed 1/16 by Foust) Term exp. 2/19	Design Professional #2 Representative		By Any Supervisor	At-Large

**CHESAPEAKE BAY PRESERVATION ORDINANCE
EXCEPTION REVIEW COMMITTEE (4 years)**

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Grant Sitta; appointed 9/10-9/15 by Gross) Term exp. 9/19 <i>Resigned</i>	Mason District Representative		Gross	Mason

CHILD CARE ADVISORY COUNCIL (2 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Valerie Inman (Appointed 1/18 by Foust) Term exp. 9/18	Dranesville District Representative	Valerie Inman	Foust	Dranesville

CITIZEN CORPS COUNCIL, FAIRFAX COUNTY (2 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Patrick J. Scott (Appointed 10/16 by Hudgins) Term exp. 5/18	Hunter Mill District Representative		Hudgins	Hunter Mill
VACANT (Formerly held by Nicholas Ludlum; appointed 1/17 by L. Smyth) Term exp. 5/18 <i>Resigned</i>	Providence District Representative		L. Smyth	Providence

CIVIL SERVICE COMMISSION (2 years)

[NOTE: The Commission shall include at least 3 members who are male, 3 members who are female, and 3 members who are from a member of a minority group.]

Current Membership: Males - 9 Females – 3 Minorities: - 5

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Ronald Copeland; appointed 9/04-1/17 by Hudgins) Term exp. 12/18 <i>Resigned</i>	At-Large #2 Representative		By Any Supervisor	At-Large

COMMUNITY ACTION ADVISORY BOARD (CAAB) (3 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Lanita R. Thweatt (Appointed 2/17 by Storck) Term exp. 2/19	Mount Vernon District Representative	Lanita R. Thweatt	Storck	Mount Vernon
Jennifer Read Campbell (Appointed 3/16 by K. Smith) Term exp. 2/19	Sully District Representative		K. Smith	Sully

CRIMINAL JUSTICE ADVISORY BOARD (CJAB) (3 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Robert Gehring; appointed 1/14-2/15 by Hudgins) Term exp. 2/18 <i>Resigned</i>	Hunter Mill District Representative	Abigail Hochberg Shannon	Hudgins	Hunter Mill
Eric Clingan (Appointed 4/16 by K. Smith) Term exp. 4/19	Sully District Representative		K. Smith	Sully

ECONOMIC ADVISORY COMMISSION (3 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by David Diaz; appointed 5/17) Term exp. 12/20	At-Large #11 Representative	Paul A. Gilbert (Bulova)	By Any Supervisor	At-Large
VACANT (Formerly held by Mark Silverwood; appointed 1/09-11/14 by Hudgins) Term exp. 12/17 <i>Resigned</i>	Hunter Mill District Representative		Hudgins	Hunter Mill
Robert Yuen-Pai Tsien (Appointed 4/16 by K. Smith) Term exp. 12/18	Sully District Representative	Shelton Rhodes	K. Smith	Sully

ENGINEERING STANDARDS REVIEW COMMITTEE (3 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Maya Huber; appointed 12/09-1/14 by Confirmation; 05/18 by Bulova) Term exp. 3/21 <i>Resigned</i>	Citizen #4 Representative		By Any Supervisor	At-Large

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.

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Tapan Banerjee (Appointed 2/07- 3/16 by Foust) Term exp. 11/18 <i>Not eligible for reappointment</i>	Dranesville District Representative		Foust	Dranesville
Michele Hymer Blitz (Appointed 6/06-3/16 by Hudgins) Term exp. 11/18 <i>Not eligible for reappointment</i>	Hunter Mill District Representative		Hudgins	Hunter Mill
VACANT (Formerly held by Harriet Epstein; appointed 5/10- 12/16 by L. Smyth) Term exp. 11/19 <i>Resigned</i>	Providence District Representative	Kelley Brooks Simoneaux	L. Smyth	Providence

**FAIRFAX COMMUNITY LONG TERM CARE COORDINATING COUNCIL
(2 years)**

CONFIRMATION NEEDED:

- Ms. Virginia Ruth Reagan as the Long Term Care Providers #30 Representative

**FAIRFAX-FALLS CHURCH COMMUNITY SERVICES BOARD
(3 years – limited to 3 full terms)**

[NOTE: In accordance with *Virginia Code* Section 37.2-501, "prior to making appointments, the governing body shall disclose the names of those persons being considered for appointment." Members can be reappointed after 1-year break from initial 3 full terms, VA Code 37.2-502.]

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Paul Luisada; appointed 4/13-9/13 by Hyland; 10/16 by Storck) Term exp. 6/19 <i>Resigned</i>	Mount Vernon District Representative	Garrett McGuire <i>(Will be confirmed on May 21, 2019)</i>	Storck	Mount Vernon
VACANT (Formerly held by Adrienne Walters; appointed 10/17 by K. Smith) Term exp. 6/19 <i>Resigned</i>	Sully District Representative		K. Smith	Sully

HEALTH CARE ADVISORY BOARD (4 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Carol Mizoguchi; appointed 5/18 by McKay) Term exp. 6/20 <i>Resigned</i>	Lee District Representative		McKay	Lee

HISTORY COMMISSION (3 years)

[NOTE: The Commission shall include at least one member who is a resident from each supervisor district.] Current Membership:

Braddock - 3	Lee - 2	Providence - 1
Dranesville - 1	Mason - 1	Springfield - 2
Hunter Mill - 3	Mt. Vernon - 2	Sully - 2

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Robert E. Beach (Appointed 11/00 by Hanley; 1/04-12/06 by Connolly; 12/09- 1/16 by Bulova) Term exp. 12/18 <i>Braddock District Resident</i>	Architect Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Naomi D. Zeavin; appointed 1/95 by Trapnell; 1/96-11/13 by Gross) Term exp. 12/16 <i>Mason District Resident Resigned</i>	Historian #1 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Stephanie Sedgwick; appointed 1/18 by Term exp. 12/20 <i>Dranesville District Resident Resigned</i>	Historian #3 Representative		By Any Supervisor	At-Large

HUMAN RIGHTS COMMISSION (3 years)
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<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Vanessa G. Paul; appointed 11/16 by McKay) Term exp. 9/19 <i>Resigned</i>	At-Large #7 Representative	Kimberley Alton (McKay)	By Any Supervisor	At-Large
Daoud Khairallah (Appointed 11/05- 9/14 by Gross) Term exp. 9/17	At-Large #8 Representative		By Any Supervisor	At-Large

HUMAN SERVICES COUNCIL (4 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Adrienne M. Walters; appointed 3/14 by L. Smyth) Term exp. 7/17 <i>Resigned</i>	Providence District #2 Representative		L. Smyth	Providence
Audrey F. Morton (Appointed 2/16 by K. Smith) Term exp. 7/19 <i>Resigned</i>	Sully District #2 Representative		K. Smith	Sully

**JUVENILE AND DOMESTIC RELATIONS COURT
CITIZENS ADVISORY COUNCIL (2 years)**

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Mingzhi Chen; appointed 6/16 by Cook) Term exp. 1/19 <i>Resigned</i>	Braddock District Representative		Cook	Braddock
VACANT (Formerly held by Anya Gelernt-Dunkle; appointed 1/17 by L. Smyth) Term exp. 1/20 <i>Resigned</i>	Providence District Representative		L. Smyth	Providence

OVERSIGHT COMMITTEE ON DISTRACTED AND IMPAIRED DRIVING (3 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by William Uehling; appointed 3/10-7/12 by Bulova) Term exp. 6/15 <i>Resigned</i>	Braddock District Representative		Cook	Braddock
VACANT (Formerly held by Amy K. Reif; appointed 8/09-6/12 by Foust) Term exp. 6/15 <i>Resigned</i>	Dranesville District Representative		Foust	Dranesville

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OVERSIGHT COMMITTEE ON DISTRACTED AND IMPAIRED DRIVING (3 years)
continued

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Adam Parnes; appointed 9/03-6/12 by Hudgins) Term exp. 6/15 <i>Resigned</i>	Hunter Mill District Representative	Sarah McCue	Hudgins	Hunter Mill
VACANT (Formerly held by Jeffrey Levy; Appointed 7/02-6/13 by Hyland) Term exp. 6/16 <i>Resigned</i>	Mount Vernon District Representative		Storck	Mount Vernon
VACANT (Formerly held by Tina Montgomery; appointed 9/10-6/11 by L. Smyth) Term exp. 6/14 <i>Resigned</i>	Providence District Representative		L. Smyth	Providence

POLICE CIVILIAN REVIEW PANEL (3 Years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Gregory Gadson (Appointed 11/18) Term exp. 2/19	Seat #6 Representative		By Any Supervisor	At-Large
Adrian Steel (Appointed 2/17) Term exp. 2/19	Seat #8 Representative	James N. Bierman (Bulova)	By Any Supervisor	At-Large

**REDEVELOPMENT AND HOUSING AUTHORITY
(4 years)**

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Christopher T. Craig (Appointed 5/11-4/15 by Cook) Term exp. 4/19	Braddock District Representative		Cook	Braddock
C. Melissa Jonas (Appointed 9/13-4/15 by Foust) Term exp. 4/19	Dranesville District Representative	C. Melissa Jonas	Foust	Dranesville

RESTON TRANSPORTATION SERVICE DISTRICT ADVISORY BOARD

The Board of Supervisors established the advisory board on April 4, 2017
There will be 14 members on this advisory board. The appointees would serve
for 4-year terms from April 4, 2017

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Alexander Rough; appointed 10/17 by Foust) Term exp. 9/21 <i>Resigned</i>	Dranesville District Representative		Foust	Dranesville
VACANT (Formerly held by Deloris Bailey; appointed 9/17 by Hudgins) Term exp. 9/21 <i>Resigned</i>	Hunter Mill District #2 Representative		Hudgins	Hunter Mill
NEW POSITION	Residential Owners and HOA/Civic Association #1 Representative		Foust or Hudgins	At-Large

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RESTON TRANSPORTATION SERVICE DISTRICT ADVISORY BOARD (4 years)
 continued

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
NEW POSITION	Residential Owners and HOA/Civic Association #2 Representative		Foust or Hudgins	At-Large
NEW POSITION	Residential Owners and HOA/Civic Association #3 Representative		Foust or Hudgins	At-Large
VACANT (Formerly held by Tyler Aaron Hall; appointed 9/17 by Hudgins) Term exp. 9/21 <i>Resigned</i>	Apartment or Rental Owner Associations Representative		Hudgins	At-Large

ROAD VIEWERS BOARD (1 year)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Joseph Bunnell; appointed 9/05-12/06 by McConnell; 2/08- 11/13 by Herrity) Term exp. 12/14 <i>Resigned</i>	At-Large #1 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Stephen E. Still; appointed 6/06-12/11 by L. Smyth) Term exp. 12/12 <i>Resigned</i>	At-Large #4 Representative		By Any Supervisor	At-Large
Micah D. Himmel (Appointed 12/11- 1/18 by L. Smyth) Term exp. 12/18	At-Large #5 Representative		By Any Supervisor	At-Large

<p align="center">SMALL BUSINESS COMMISSION, FAIRFAX COUNTY (3 years)</p>
--

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Claire L. Tse; appointed 9/16- 12/17 by Hudgins) Term exp. 12/20 <i>Resigned</i>	At-Large #2 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Carmen L. Powell; appointed 7/17- 12/17 by Hudgins) Term exp. 12/20 <i>Resigned</i>	Hunter Mill District Representative		Hudgins	Hunter Mill
Elizabeth Novak (Appointed 10/05- 1/16 by Gross) Term exp. 12/18	Mason District Representative		Gross	Mason

<p align="center">SOUTHGATE COMMUNITY CENTER ADVISORY COUNCIL (2 years)</p>
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<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
Sandra Deleon (Appointed 10/16- 3/17 by Hudgins) Term exp. 3/19	Fairfax County #2 Representative	Sandra Deleon (Hudgins)	By Any Supervisor	At-Large
Gerald Padmore (Appointed 4/13- 3/17 by Hudgins) Term exp. 3/19	Fairfax County #4 Representative	Gerald Padmore (Hudgins)	By Any Supervisor	At-Large
Emily Huaroco (Appointed 10/16 by Hudgins) Term exp. 3/18	Fairfax County #5 Representative	Kelsey J. Myers (Hudgins)	By Any Supervisor	At-Large
Maryam Ovissi (Appointed 1/17 by Hudgins) Term exp. 3/19	Fairfax County #7 Representative	Maryam Ovissi (Hudgins)	By Any Supervisor	At-Large

TENANT LANDLORD COMMISSION (3 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Michael Congleton; appointed 7/13-2/17 by Herrity) Term exp. 1/20 <i>Resigned</i>	Citizen Member #1 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Sally D. Liff; appointed 8/04-1/11 by L. Smyth) Term exp. 1/14 Deceased	Condo Owner Representative		By Any Supervisor	At-Large
Christopher Lee Kocsis (Appointed 3/99-11/00 by Hanley; 1/04-12/06 by Connolly; 12/09-1/16 by Bulova) Term exp. 12/18	Landlord Member #2 Representative		By Any Supervisor	At-Large
VACANT (Formerly held by Angelina Panettieri; appointed 6/11-1/15 by L. Smyth) Term exp. 1/18	Tenant Member #1 Representative		By Any Supervisor	At-Large

TRANSPORTATION ADVISORY COMMISSION (2 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Micah Himmel; appointed 6/13-7/16 by L. Smyth) Term exp. 6/18 <i>Resigned</i>	Providence District Representative		L. Smyth	Providence

TREE COMMISSION (3 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Thomas D. Fleury; appointed 1/17 by L. Smyth) Term exp. 10/17 <i>Resigned</i>	Providence District Representative		L. Smyth	Providence

TYSONS TRANSPORTATION SERVICE DISTRICT ADVISORY BOARD (2 YEARS)
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<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Barry Mark; appointed 3/15-2/17 by Bulova) Term exp. 2/19 <i>Resigned</i>	Commercial or Retail Ownership Representative #3		Bulova	At-Large
Mark Zetts (Appointed 2/13- 2/17 by Foust) Term exp. 2/19	Dranesville District Representative	Mark Zetts	Foust	Dranesville
Jay Klug (Appointed 2/13- 2/17 by Hudgins) Term exp. 2/19	Hunter Mill District Representative #1		Hudgins	Hunter Mill
Raymond Baxter (Appointed 2/13- 2/17 by Hudgins) Term exp. 2/19	Hunter Mill District Representative #2	Raymond Baxter	Hudgins	Hunter Mill

Continued on next page

**TYSONS TRANSPORTATION SERVICE DISTRICT ADVISORY BOARD
(2 YEARS)**
continued

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Molly Peacock; appointed 2/13-1/15 by L. Smyth) Term exp. 2/17 <i>Resigned</i>	Providence District Representative #2		L. Smyth	Providence
VACANT (Formerly held by Pindar Van Arman; appointed 11/16-2/17 by L. Smyth) Term exp. 2/19 <i>Resigned</i>	Residential Owners and HOA/Civic Association Representative #1		L. Smyth	Providence
Douglas M. Doolittle (Appointed 6/15-3/17 by L. Smyth) Term exp. 2/19	Residential Owners and HOA/Civic Association Representative #2	Douglas M. Doolittle	L. Smyth	Providence
Claudia Diamond (Appointed 2/13-2/17 by Hudgins) Term exp. 2/19	Residential Owners and HOA/Civic Association Representative #3	Claudia Diamond	Hudgins	Hunter Mill

WATER AUTHORITY (3 years)

<u>Incumbent History</u>	<u>Requirement</u>	<u>Nominee</u>	<u>Supervisor</u>	<u>District</u>
VACANT (Formerly held by Linda Singer; appointed 7/04-6/16 by Hudgins) Term exp. 6/19 <i>Resigned</i>	Hunter Mill District Representative		Hudgins	Hunter Mill

Board Agenda Item
March 19, 2019

10:10 a.m.

Items Presented by the County Executive

ADMINISTRATIVE - 1

Authorization for the Department of Family Services to Apply for and Accept Grant Funding from the U.S. Department of Health and Human Services Associated with the Early Head Start Child Care Partnership and Expansion Grant

ISSUE:

Board of Supervisors authorization is requested for the Department of Family Services to apply for and accept grant funding, if received, from the U.S. Department of Health and Human Services, in the amount of \$1,024,212, including \$181,534 in Local Cash Match. Funding will be used to provide services through the County's Early Head Start Child Care Partnership and Expansion programs. This funding will continue existing services being provided to 56 infants and toddlers and their families. The grant period is July 1, 2019 to June 30, 2020. The total required non-federal match will be met through \$181,534 in Local Cash Match from the Federal-State Grant Fund and \$29,136 from in-kind contributions.

While the Early Head Start Child Care Partnership and Expansion grant is included in the Adopted budget, the grantor has indicated that before funding is awarded, the Board of Supervisors must formally approve the application. 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. Board authorization is also requested for the Chairman of the Board of Supervisors, the County Executive and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but not limited to Federal Subaward Agreements, on behalf of the County.

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors authorize the Department of Family Services to apply for and accept grant funding, if received, from the U.S. Department of Health and Human Services. Funding in the amount of \$1,024,212, including \$181,534 in Local Cash Match, will support the continuation of Early Head Start Child Care Partnership and Expansion services to 56 infants and toddlers and their families. This funding will support 14/12.3 FTE existing grant positions. No new grant positions are being requested with this funding. The County Executive also recommends the Board authorize the Chairman of the Board of Supervisors, the County Executive and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but

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not limited to Federal Subaward Agreements, on behalf of the County.

TIMING:

Board action is requested on March 19, 2019.

BACKGROUND:

The Department of Family Services, Office for Children was awarded a five-year Early Head Start Child Care Partnership and Expansion grant in FY 2015 to serve 56 infants and toddlers and their families, by establishing new partnerships with family child care providers and expanding the existing EHS center-based option at the Gum Springs Glen Early Head Start program. Funding of the original grant project expires June 30, 2019. This baseline application is to fund the EHS Child Care Partnership and Expansion program for an additional five years. If awarded, this grant application will represent year one of a five-year project period.

This funding will continue existing services being provided to 56 infants and toddlers, and their families, by:

- Sustaining and/or establishing new partnerships with up to 15 regulated family child care providers located across the County in areas where there is greatest need for EHS services (40 children).
- Supporting the two expansion classrooms at the existing EHS center-based option at the Gum Springs Glen Early Head Start program (16 children).

FISCAL IMPACT:

Federal grant funding in the amount of \$1,024,212, including \$181,534 in Local Cash Match, is being requested to support the continuation of EHS services to 56 infants and toddlers and their families. The total required non-federal match will be met through \$181,534 in Local Cash Match from the Federal-State Grant Fund and \$29,136 from in-kind contributions. It should be noted that including in-kind contributions, total funding for this program is \$1,053,348. This action does not increase the expenditure level of the Federal-State Grant Fund as funds are held in reserve for anticipated grant awards and the Local Cash Match of \$181,534 is available from the Local Cash Match Reserve. This grant does allow the recovery of indirect costs; however, because this funding opportunity is highly competitive, the Department of Family Services has elected to omit inclusion of indirect costs to maximize the proposal's competitive position.

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CREATION OF NEW POSITIONS:

There are no new grant positions associated with this award. This funding is a baseline application to obtain funding for the next five-year project period for the Early Head Start Child Care Partnership and Expansion program, therefore funding will continue to support 14/12.3 FTE positions. The County is under no obligation to continue these positions once grant funding expires.

ENCLOSED DOCUMENTS:

Attachment 1: Early Head Start Child Care Partnership and Expansion Summary of Grant Proposal

Attachment 2: Early Head Start Child Care Partnership and Expansion Letter of Funding Guidance to Chairman Bulova dated January 11, 2019 regarding grant #03HP0003

STAFF:

Tisha Deeghan, Deputy County Executive

Nannette M. Bowler, Director, Department of Family Services

Anne-Marie D. Twohie, Director, Office for Children, Department of Family Services

EARLY HEAD START CHILD CARE PARTNERSHIP AND EXPANSION GRANT

SUMMARY OF GRANT PROPOSAL

Grant Title:	Early Head Start Child Care Partnership and Expansion Grant
Funding Agency:	U.S. Department of Health and Human Services, Administration for Children and Families, Office of Head Start
Applicant:	Department of Family Services
Partners:	Department of Family Services and Community Family Child Care Providers
Purpose of Grant:	Early Head Start is a national child development program that provides quality early childhood education and comprehensive family support services to income eligible families with children birth to three years of age and expectant parents. The purpose of this grant is to serve 56 infants and toddlers and their families through partnerships with family child care providers and the expansion of the existing EHS center-based option at the Gum Springs Glen Early Head Start program.
Funding Amount:	\$1,024,212, including \$181,534 in Local Cash Match. The total required non-federal match will be met through \$181,534 in Local Cash Match from the Federal-State Grant Fund, and \$29,136 from in-kind contributions. It should be noted that including the in-kind contributions, total funding for this program is \$1,053,348. The grant period is from July 1, 2019 to June 30, 2020. This baseline application is for a five-year project period. If awarded, this grant will represent year one of a five-year project period.
Positions:	There are no new grant positions associated with this award; however, funding will support a total of 14/12.3 FTE existing grant positions.
Proposed Use of Funds:	Funding will support the continuation of quality early childhood education and comprehensive family support services. Funding will primarily support program operations, staffing, materials and equipment. Funding will also support training and technical assistance for the purpose of improving quality and helping prepare children to succeed in school.
Target Population:	Children from birth to three years of age and their families and expectant parents who reside in areas of the County that have high

poverty rates, large numbers of children on EHS/HS waiting lists, lack of affordable housing, limited transportation and large populations of immigrant families.

Performance Measures:

The success of the program will be based on full compliance with Head Start program performance standards.

Grant Period:

The grant period is from July 1, 2019 to June 30, 2020. This baseline application is for a five-year project period. If awarded, this grant will represent year one of a five-year project period.



ADMINISTRATION FOR CHILDREN & FAMILIES

Office of Head Start | Region III | 801 Market Street, Suite 8300, Philadelphia, PA 19107-3134 |
www.eclkc.ohs.acf.hhs.gov

January 11, 2019

Sharon Bulova, Chairman, Board of Supervisors
County of Fairfax
12000 Government Center Parkway
Suite 214
Fairfax, VA 22035

Re: Grant No. 03HP0003

Dear Ms. Bulova:

A grant application must be completed for the upcoming budget period. Please consult the grant application instructions to determine the type of application required. The application for the Head Start grant is due 04/01/2019. As informed by Program Instruction ACF-PI-HS-18-06 issued November 30, 2018, the Department of Defense and Labor, Health and Human Services, and Education Appropriations Act, 2019 and Continuing Appropriations Act, 2019, provides a cost-of-living adjustment (COLA) of 1.77 percent to eligible grantees. This application will need to include the COLA increase and must demonstrate how it will be used in accordance with the intended purposes indicated in the Program Instruction.

The following table reflects the annual funding and enrollment levels for your grant.

Program	Head Start	Early Head Start
Federal Funded Enrollment	0	56
Funding Type	Head Start	Early Head Start
Program Operations	\$0	\$809,180
Training and Technical Assistance	\$0	\$19,176
Cost-of-Living Adjustment (COLA)	\$0	\$14,322
Total Funding	\$842,678	

Period of Funding: 07/01/2019 – 06/30/2020

Application Submission Requirements

The application must be prepared and submitted in accordance with the *Head Start Grant Application Instructions with Guidance, Version 3 (Application Instructions)*. It must be submitted on behalf of the Authorizing Official registered in the HSES.

Incomplete applications will not be processed.

The *Application Instructions* are available on the home page of HSES. Please review the instructions carefully prior to preparing the application. Submission guidance can be found in the "Instructions" section of the HSES.

Please contact Asha Williams, Head Start Program Specialist, at (215) 861-4671 or asha.williams@acf.hhs.gov or Simareesh Madan, Contract Grants Management Specialist, at (215) 861-4047 or simareesh.madan@acf.hhs.gov with questions regarding the *Application Instructions*.

For assistance submitting the application in HSES, contact help@hsesinfo.org or 1-866-771-4737.

Funding is contingent upon the availability of federal funds and satisfactory performance under the terms and conditions of the Head Start grant in the current budget period.

Thank you for your cooperation and timely submission of the grant application.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brenda R. Hewitt".

Brenda R. Hewitt, MSW
OHS Regional Program Manager

cc: Tisha Deegan, Executive Director
Jennifer Branch, Early Head Start Director

ADMINISTRATIVE - 2

Authorization for the Department of Family Services to Apply for and Accept Grant Funding from the U.S. Department of Health and Human Services for the Continuation of Funding Associated with the Head Start and Early Head Start Grant

ISSUE:

Board of Supervisors authorization is requested for the Department of Family Services to apply for and accept grant funding, if received, from the U.S. Department of Health and Human Services in the amount of \$9,604,696, including \$1,157,848 in Local Cash Match. Funding will be used to continue to provide services through the County's Head Start and Early Head Start programs. Funding will enable the County to serve 678 children and their families in a comprehensive, seamless birth-to-five Head Start and Early Head Start program. The grant period is July 1, 2019 through June 30, 2020. The total required non-federal match will be met through \$1,157,848 in Local Cash Match from the Federal-State Grant Fund and \$953,864 from in-kind contributions.

While the Head Start and Early Head Start grant is included in the Adopted budget, the grantor has indicated that before funding is awarded, the Board of Supervisors must formally approve the application. 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. Board authorization is also requested for the Chairman of the Board of Supervisors, the County Executive and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but not limited to Federal Subaward Agreements, on behalf of the County.

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors authorize the Department of Family Services to apply for and accept grant funding, if received, from the U.S. Department of Health and Human Services. Funding in the amount of \$9,604,696, including \$1,157,848 Local Cash Match, will support the continuation of Head Start and Early Head Start services to 678 children and their families. This funding will continue to support 54/49.5 FTE existing grant positions. No new grant positions are being requested with this funding. The County Executive also recommends the Board authorize the Chairman of the Board of Supervisors, the County Executive and/or a designee appointed by the County Executive to enter into the grant agreement and any related agreements, including but not limited to Federal Subaward Agreements, on behalf of the County.

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TIMING:

Board action is requested on March 19, 2019.

BACKGROUND:

The Department of Family Services, Office for Children was awarded a five-year Head Start and Early Head Start grant in June 2016, with four annually appropriated renewals. The grantor requires annual submission of a continuation application for each subsequent year of funding. Current grant funding enables the County to serve 678 children and their families in a comprehensive, seamless birth-to-five Head Start and Early Head Start program. This funding will continue to support 54/49.5 FTE existing grant positions.

Head Start and Early Head Start are national child and family development programs that provide quality early childhood education and comprehensive family support services to income eligible families with children birth to five years of age and expectant parents.

The Department of Family Services, Office for Children is applying for year-four continuation funding for the Head Start and Early Head Start grant. This funding will continue existing services being provided by the Office for Children, Fairfax County Public Schools and Higher Horizons Day Care Center, Inc., and include services offered in a home-based option, center-based option and family child care option.

FISCAL IMPACT:

Federal grant funding in the amount of \$9,604,696, including \$1,157,848 Local Cash Match, is being requested to support the continuation of Head Start and Early Head Start services to 678 children and their families. The total required non-federal match will be met through \$1,157,848 in Local Cash Match from the Federal-State Grant Fund and \$953,864 from in-kind contributions. It should be noted that including the in-kind contributions, total funding for this program is \$10,558,560. This action does not increase the expenditure level of the Federal-State Grant Fund, as funds are held in reserve for anticipated grant awards and the Local Cash Match of \$1,157,848 is available from the Local Cash Match Reserve. This grant does allow the recovery of indirect costs; however, because this funding opportunity is highly competitive, the Department of Family Services has elected to omit inclusion of indirect costs to maximize the proposal's competitive position.

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CREATION OF NEW POSITIONS:

There are no new grant positions associated with this award. This funding is a continuation of the existing Head Start and Early Head Start programs, therefore funding will continue to support 26/23.9 FTE positions associated with Head Start services and 28/25.6 FTE positions associated with Early Head Start services, for a total of 54/49.5 FTE positions. The County is under no obligation to continue these positions once grant funding expires.

ENCLOSED DOCUMENTS:

Attachment 1: Head Start/Early Head Start Summary of Grant Proposal

Attachment 2: Head Start and Early Head Start Letter of Funding Guidance to Chairman Bulova dated January 11, 2019 regarding grant #03CH010411

STAFF:

Tisha Deeghan, Deputy County Executive

Nannette M. Bowler, Director, Department of Family Services

Anne-Marie D. Twohie, Director, Office for Children, Department of Family Services

HEAD START/EARLY HEAD START GRANT**SUMMARY OF GRANT PROPOSAL**

Grant Title:	Head Start and Early Head Start Grant
Funding Agency:	U.S. Department of Health and Human Services, Administration for Children and Families, Office of Head Start
Applicant:	Department of Family Services
Partners:	Department of Family Services, Fairfax County Public Schools, Higher Horizons Day Care, Inc., and Community Family Child Care Providers
Purpose of Grant:	Early Head Start and Head Start are national child development programs that provide quality early childhood education and comprehensive family support services to income eligible families with children birth to five years of age and expectant parents. The purpose of this grant is to serve 678 children and their families in a comprehensive, seamless birth-to-five Head Start and Early Head Start program. Children will be served in a home-based, center-based or family child care option.
Funding Amount:	\$9,604,696 including \$1,157,848 in Local Cash Match. The total required non-federal match will be met through \$1,157,848 in Local Cash Match from the Federal-State Grant Fund, and \$953,864 from in-kind contributions. It should be noted that including the in-kind contributions, total funding for this program is \$10,558,560. The grant period is from July 1, 2019 through June 30, 2020. The grant is for year four (4) continuation funding of the five-year grant.
Positions:	There are no new grant positions associated with this award; however, funding will continue to support a total of 54/49.5 FTE existing grant positions.
Proposed Use of Funds:	Funding will support the continuation of quality early childhood education and comprehensive family support services. Funding will primarily support program operations, staffing, materials and equipment. Funding will also support training and technical assistance for the purpose of improving quality and helping prepare children to succeed in school.

Target Population:	Children from birth to five years of age and their families and expectant parents who reside in areas of the County that have high poverty rates, large numbers of children on EHS/HS waiting lists, lack of affordable housing, limited transportation and large populations of immigrant families.
Performance Measures:	The success of the program will be based on full compliance with Head Start program performance standards.
Grant Period:	The grant period is from July 1, 2019 through June 30, 2020. The grant is for year four continuation funding of the five-year grant.



ADMINISTRATION FOR CHILDREN & FAMILIES

Office of Head Start | Region III | 801 Market Street, Suite 8300, Philadelphia, PA 19107-3134 |
www.eclkc.ohs.acf.hhs.gov

January 11, 2019

Sharon Bulova, Chairman, Board of Supervisors
County of Fairfax
Pennino Building, Head Start Program
12011 Government Center Parkway
Suite 903
Fairfax, VA 22035

Re: Grant No. 03CH010411

Dear Ms. Bulova:

A grant application must be completed for the upcoming budget period. Please consult the grant application instructions to determine the type of application required. The application for the Head Start grant is due 04/01/2019. As informed by Program Instruction ACF-PI-HS-18-06 issued November 30, 2018, the Department of Defense and Labor, Health and Human Services, and Education Appropriations Act, 2019 and Continuing Appropriations Act, 2019, provides a cost-of-living adjustment (COLA) of 1.77 percent to eligible grantees. This application will need to include the COLA increase and must demonstrate how it will be used in accordance with the intended purposes indicated in the Program Instruction.

The following table reflects the annual funding and enrollment levels for your grant.

Program	Head Start	Early Head Start
Federal Funded Enrollment	434	244
Funding Type	Head Start	Early Head Start
Program Operations	\$4,501,716	\$3,647,586
Training and Technical Assistance	\$69,574	\$83,730
Cost-of-Living Adjustment (COLA)	\$79,680	\$64,562
Total Funding	\$8,446,848	

Period of Funding: 07/01/2019 – 06/30/2020

Application Submission Requirements

The application must be prepared and submitted in accordance with the *Head Start Grant Application Instructions with Guidance, Version 3 (Application Instructions)*. It must be submitted on behalf of the Authorizing Official registered in the HSES.

Incomplete applications will not be processed.

The *Application Instructions* are available on the home page of HSES. Please review the instructions carefully prior to preparing the application. Submission guidance can be found in the "Instructions" section of the HSES.

Please contact Cynthia Romero, Head Start Program Specialist, at (215) 861-4002 or cynthia.romero@acf.hhs.gov or Simareesh Madan, Contract Grants Management Specialist, at (215) 861-4047 or simareesh.madan@acf.hhs.gov with questions regarding the *Application Instructions*.

For assistance submitting the application in HSES, contact help@hsesinfo.org or 1-866-771-4737.

Funding is contingent upon the availability of federal funds and satisfactory performance under the terms and conditions of the Head Start grant in the current budget period.

Thank you for your cooperation and timely submission of the grant application.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brenda R. Hewitt".

Brenda R. Hewitt, MSW
OHS Regional Program Manager

cc: Tisha Deeghan, Executive Director
Jennifer Branch, HS/EHS Director

ADMINISTRATIVE – 3

Extension of Review Period for 2232 Applications (Sully and Springfield Districts)

ISSUE:

Extension of review period for 2232 applications to ensure compliance with review requirements of *Section 15.2-2232* of the *Code of Virginia*.

RECOMMENDATION:

The County Executive recommends that the Board extend the review period for the following applications: 2232-Y18-30 and 2232-S18-31.

TIMING:

Board action is required March 19, 2019, to extend the review period for the applications noted above before their expiration date.

BACKGROUND:

Subsection B of *Section 15.2-2232* of the *Code of Virginia* states: “Failure of the commission to act within 60 days of a submission, unless the time is extended by the governing body, shall be deemed approval.” The need for the full time of an extension may not be necessary, and is not intended to set a date for final action.

The review period for the following applications should be extended:

- | | |
|-------------|--|
| 2232-Y18-30 | Department of Public Works and Environmental Services
Dulles Material Facility
4550 Upper Cub Run Drive
Chantilly, VA
Sully District
Accepted February 4, 2019
Extend to January 3, 2020 |
| 2232-S18-31 | Department of Public Works and Environmental Services
Central Material Facility
5414 Ladue Lane
Fairfax, VA
Springfield District
Accepted February 4, 2019
Extend to January 3, 2020 |

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FISCAL IMPACT:
None.

ENCLOSED DOCUMENTS:
None.

STAFF:
Rachel Flynn, Deputy County Executive
Fred R. Selden, Director, Department of Planning and Zoning, DPZ
Michelle K. Stahlhut, Chief, Facilities Planning Branch, Planning Division, DPZ
Douglas W. Hansen, Senior Planner, Facilities Planning Branch, Planning Division, DPZ

Board Agenda Item
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ADMINISTRATIVE – 4

Authorization to Advertise a Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of Little River Turnpike Walkway from Columbia Rd. to Mayhunt Ct. (Mason District)

ISSUE:

Board authorization to advertise a public hearing on the acquisition of certain land rights necessary for the construction of Project 5G25-060-045, Little River Turnpike Walkway from Columbia Rd. to Mayhunt Ct., Fund 300-C30050, Transportation Improvements.

RECOMMENDATION:

The County Executive recommends that the Board authorize advertisement of a public hearing for April 9, 2019, at 2:30 p.m.

TIMING:

Board action is requested on March 19, 2019, to provide sufficient time to advertise the proposed public hearing on the acquisition of certain land rights necessary to keep this project on schedule.

BACKGROUND:

This Pedestrian Improvement Project consists of installing approximately 2,580 linear feet of sidewalk to fill in missing links, including Americans with Disabilities Act (ADA) compliant crosswalks and curb ramps.

Land rights for these improvements are required on five properties, two of which have been acquired by the Land Acquisition Division (LAD). The construction of this project requires the acquisition of Dedication, Storm Drainage and Grading Agreement and Temporary Construction Easements.

Negotiations are in progress with the remaining affected property owners; however, because resolution of these acquisitions is not imminent, it may be necessary for the Board to utilize quick-take eminent domain powers to commence construction of this project on schedule. These powers are conferred upon the Board by statute, namely, Va. Code Ann. Sections 15.2-1903 through 15.2-1905 (as amended). Pursuant to these provisions, a public hearing is required before property interests can be acquired in such an accelerated manner.

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FISCAL IMPACT:

Funding is available in Project 5G25-060-045, Pedestrian Improvements - 2014, Fund C30050, Transportation Improvements. This project is included in the FY 2019 – FY 2023 Adopted Capital Improvements Program (with future fiscal years to FY 2028). No additional funding is being requested from the Board.

ENCLOSED DOCUMENTS:

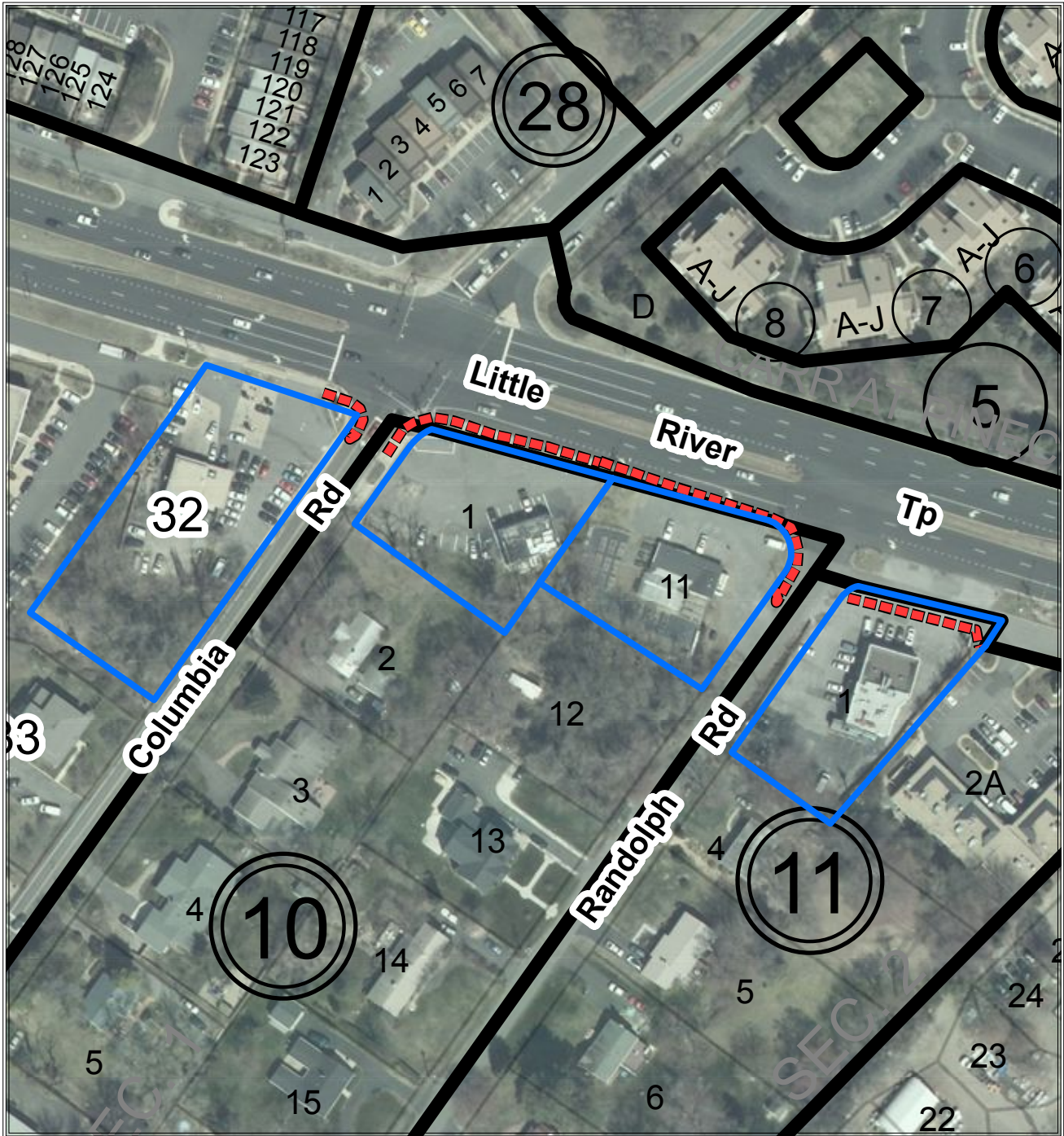
Attachments A1 & A2 - Project Location Maps
Attachment B - Listing of Affected Properties

STAFF:

Rachel Flynn, Deputy County Executive
Randolph W. Bartlett, Director, Department of Public Works and Environmental Services (DPWES)
Ronald N. Kirkpatrick, Deputy Director, DPWES, Capital Facilities

ASSIGNED COUNSEL:

Pamela K. Pelto, Assistant County Attorney, Office of the County Attorney



Little River Tnpk Walkway- Columbia Rd - Mayhunt Ct

Project: 5G25-060-045

Tax Map: 071-2

Mason District

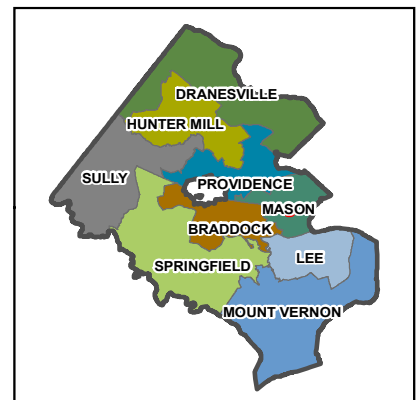
Affected Properties:



Proposed Improvements:



0 0.0125 0.025 0.05 Miles





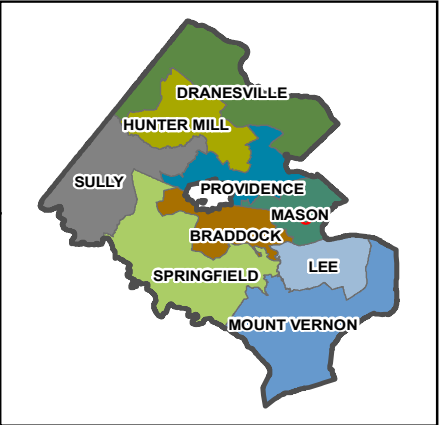
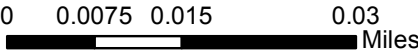
Little River Tnpk Walkway- Columbia Rd - Mayhunt Ct
Project: 5G25-060-045

Tax Map: 071-2

Mason District

Affected Properties: 

Proposed Improvements: 



ATTACHMENT B

LISTING OF AFFECTED PROPERTIES
Project 5G25-060-045
Little River Turnpike Walkway – Columbia Rd. - Mayhunt Ct.
(Mason District)

PROPERTY OWNER(S)

- | | |
|---|---------------|
| 1. Pacific Lane Partners, LLC | 071-2-10-0001 |
| Address:
6675 Little River Turnpike
Annandale, VA 22003 | |
| 2. Pacific Lane Partners, LLC | 071-2-10-0011 |
| Address:
4600 Randolph Drive
Annandale, VA 22003 | |
| 3. Sung H. Cho
Jennifer I. Cho | 071-2-11-0001 |
| Address:
6669 Little River Turnpike
Annandale, VA 22003 | |
| 4. Pinecrest Holdings, LLC | 071-2-01-0040 |
| Address:
6601 Little River Turnpike
Annandale, VA 22003 | |
| 5. Hillbrook Real Estate Holdings, LLC | 071-2-01-0032 |
| Address:
6701 Little River Turnpike
Annandale, VA 22003 | |

Board Agenda Item
March 19, 2019

ADMINISTRATIVE – 5

Streets into the Secondary System (Mount Vernon District)

ISSUE:

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

RECOMMENDATION:

The County Executive recommends that the streets listed below be added to the State Secondary System:

<u>Subdivision</u>	<u>District</u>	<u>Street</u>
Lyndam Hill	Mount Vernon	Lyndam Hill Circle
Lyndam Hill Section 2	Mount Vernon	Chynoweth Street
Lyndam Hill Section 2	Mount Vernon	Lyndam Hill Circle

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:

Rachel Flynn, Deputy County Executive
William D. Hicks, P.E., Director, Land Development Services

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: 7249-SD-01 SUBDIVISION PLAT NAME: Lyndam Hill COUNTY MAGISTERIAL DISTRICT: Mount Vernon	
ENGINEERING MANAGER: Houda A. Ali, PMP BY: <u>Nadia Alphonse</u>		FOR OFFICIAL USE ONLY DATE OF VDOT INSPECTION APPROVAL: <u>01/28/2019</u>	

STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Lyndam Hill Circle	CL Lyndam Hill Circle (End of Section 2) 114' S CL Chynoweth Street	953' SE Loop Road	0.18
NOTES:			TOTALS: 0.18
Lyndam Hill Circle: 5' Concrete Sidewalk on Both Sides to be maintained by VDOT.			

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: 7080-SP-001	
		SUBDIVISION PLAT NAME: Lyndam Hill Section 2	
		COUNTY MAGISTERIAL DISTRICT: Mount Vernon	
ENGINEERING MANAGER: Houda A. Ali, PMP BY: <i>Nadia Alphonse</i>		FOR OFFICIAL USE ONLY DATE OF VDOT INSPECTION APPROVAL: <i>01/28/2019</i>	
STREET NAME	LOCATION		LENGTH MILE
	FROM	TO	
Chynoweth Street	CL Telegraph Road (Route 611) - 1,026' S CL Lockport Place (Route 10215)	529' NE to CL Lyndam Hill Circle	0.10
Lyndam Hill Circle	CL Chynoweth Street - 169' E CL Telegraph Road (Route 611)	915' NE to End of Cul-du-Sac & 114' S to Section Line (Total 1,029')	0.20
NOTES:			TOTALS: 0.30
Chynoweth Street: 5' Concrete Sidewalk on Both Sides to be maintained by VDOT.			
Lyndam Hill Circle: 5' Concrete Sidewalk on Both Sides to be maintained by VDOT.			

ADMINISTRATIVE - 6

Approval of Traffic Calming Measures as Part of the Residential Traffic Administration Program (Braddock, Hunter Mill, and Mount Vernon Districts)

ISSUE:

Board endorsement of Traffic Calming measures as part of the Residential Traffic Administration Program (RTAP).

RECOMMENDATION:

The County Executive recommends that the Board endorse the traffic calming plans for Whitacre Road (Attachment I), Thunder Chase Drive (Attachment II), and Smithway Drive and Mary Baldwin Drive (Attachment III), consisting of the following:

- Two speed humps on Whitacre Road (Braddock District)
- Four speed humps on Thunder Chase Drive (Hunter Mill District)
- One speed hump on Smithway Drive and one speed hump on Mary Baldwin Drive (Mount Vernon District)

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

TIMING:

Board action is requested on March 19, 2019.

BACKGROUND:

As part of 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, chokers, or median islands to reduce the speed of traffic on a residential street. Staff performed engineering studies documenting the attainment of qualifying criteria. Staff worked with the local Supervisor's office and community to determine the viability of the requested traffic calming measure to reduce the speed of traffic. Once the plan for the road under review is approved and adopted by staff, that plan is then submitted for approval to the residents within the ballot area in the adjacent community.

Board Administrative Item
March 19, 2019

On February 4, 2019, FCDOT received verification from the Braddock District Supervisor's office confirming community support for the Whitacre Road traffic calming plan.

On February 4, 2019, FCDOT received verification from the Hunter Mill District Supervisor's office confirming community support for the Thunder Chase Drive traffic calming plan.

On February 7, 2019, FCDOT received verification from the Mount Vernon District Supervisor's office confirming community support for the Smithway Drive and Mary Baldwin Drive traffic calming plan.

FISCAL IMPACT:

Funding in the amount of \$56,000 for the traffic calming measures associated with these three traffic calming project is available in Fund 2G25-076-000, General Fund, under Job Number 40TTCP.

ENCLOSED DOCUMENTS:

Attachment I: Traffic Calming Plan for Whitacre Road

Attachment II: Traffic Calming Plan for Thunder Chase Drive

Attachment III: Traffic Calming plan for Smithway Drive and Mary Baldwin Drive

STAFF:

Rachel Flynn, Deputy County Executive

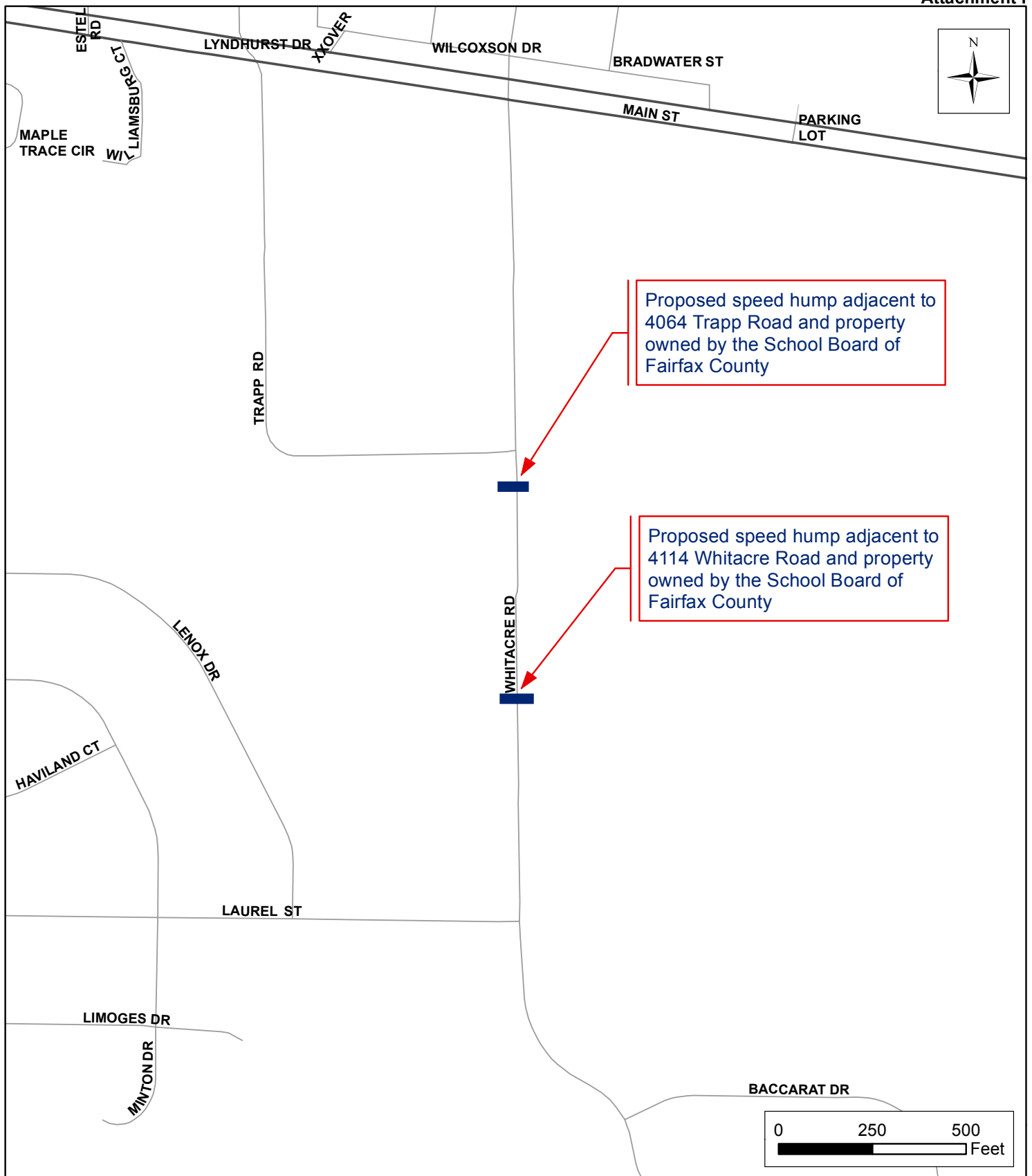
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)

Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT

Neil Freschman, Chief, Traffic Engineering Section, FCDOT

Steven K. Knudsen, Transportation Planner, Traffic Engineering Section, FCDOT

David Loss, Transportation Planner, Traffic Engineering Section, FCDOT

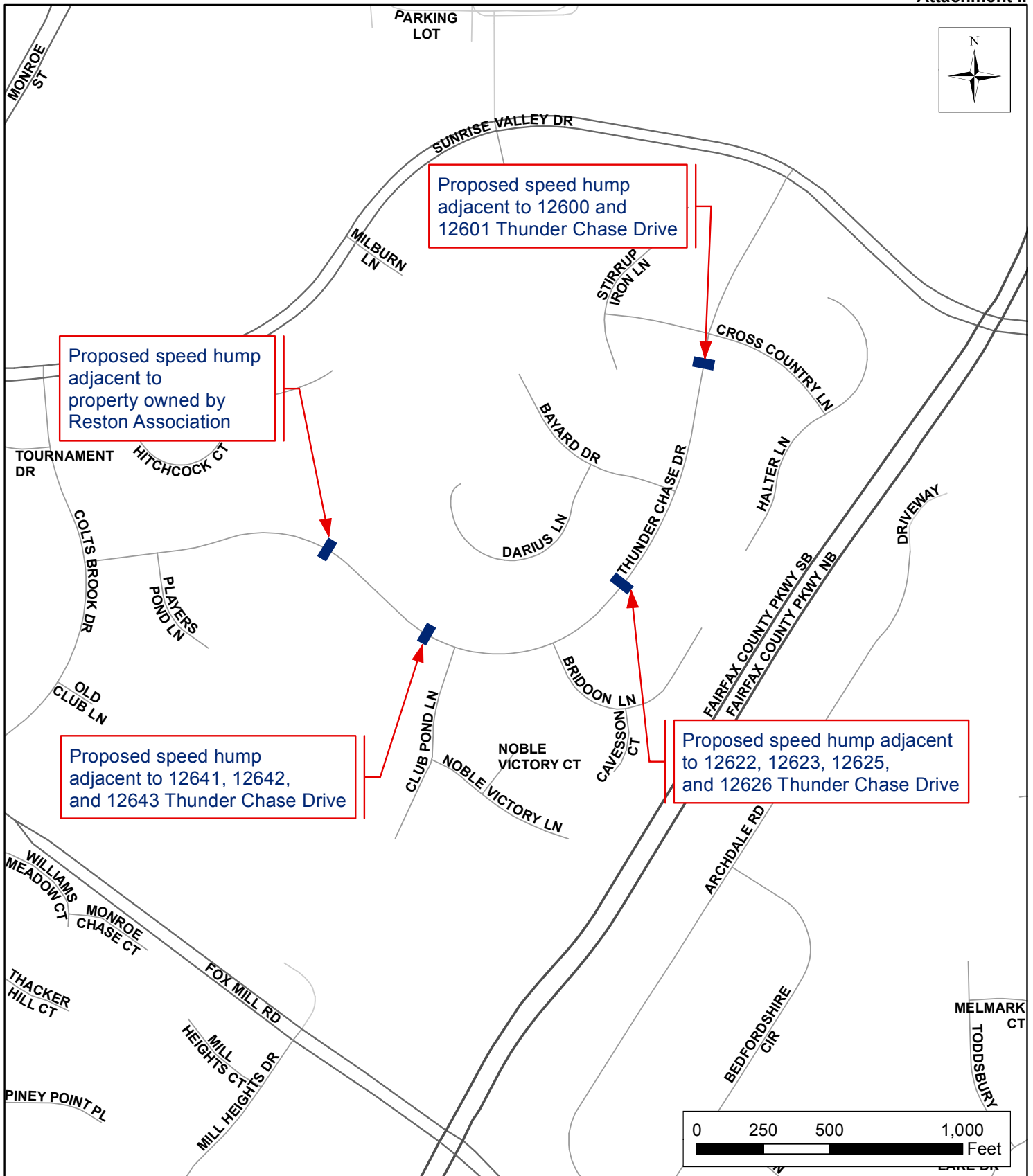


Tax Map: 58-3

March 2019

Fairfax County Department of Transportation
Residential Traffic Administration Program
Traffic Calming Plan
Whitacre Road
Braddock District



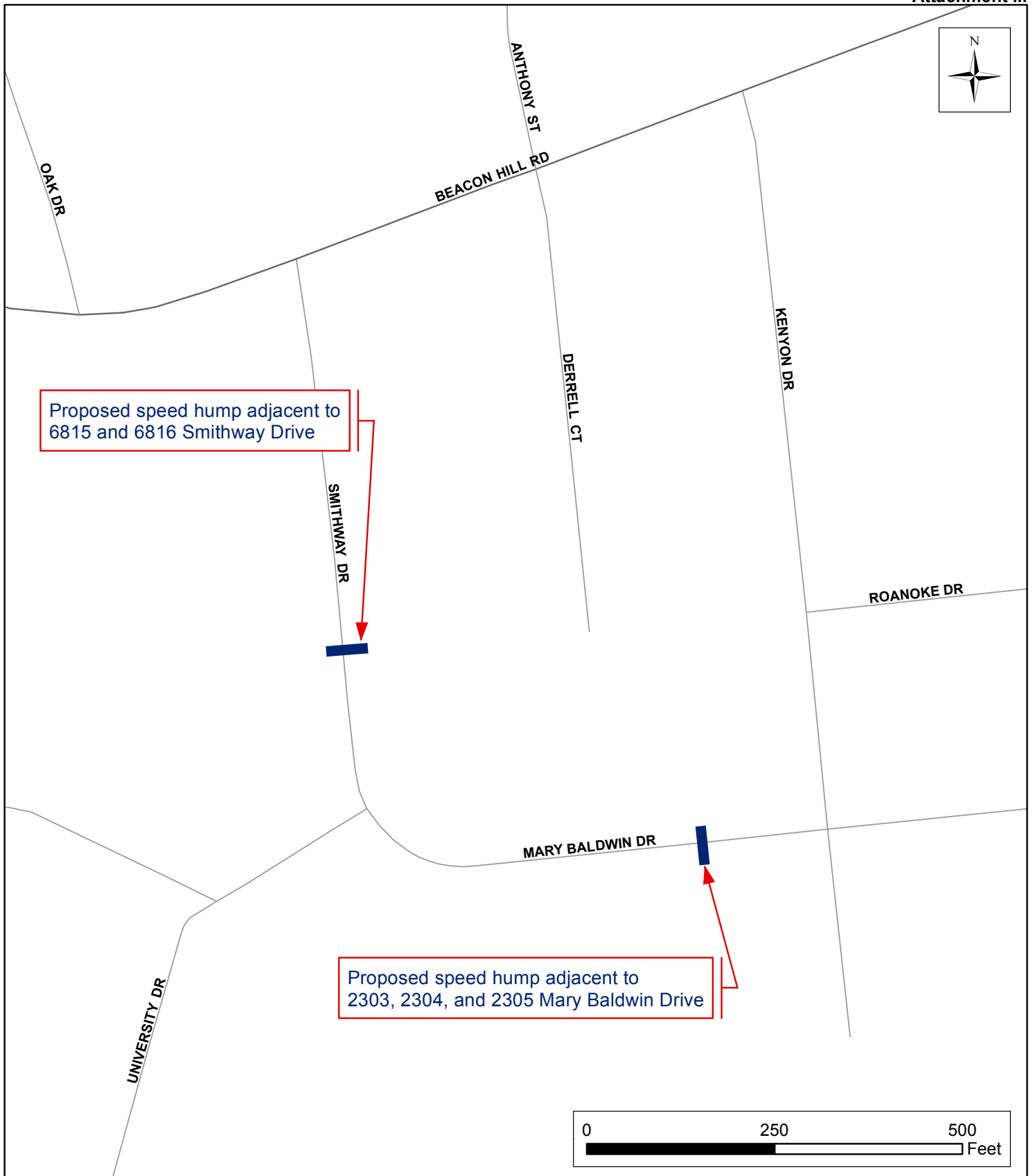


Tax Map: 16-4, 25-2

**Fairfax County Department of Transportation
Residential Traffic Administration Program
Traffic Calming Plan
Thunder Chase Drive
Hunter Mill District**

March 2019





Tax Map: 93-1

March 2019

**Fairfax County Department of Transportation
Residential Traffic Administration Program
Traffic Calming Plan
Smithway Drive and Mary Baldwin Drive
Mount Vernon District**



Board Agenda Item
March 19, 2019

ADMINISTRATIVE - 7

Authorization to Advertise a Public Hearing to Amend the Current Appropriation Level in the FY 2019 Revised Budget Plan

ISSUE:

Board approval of an advertisement for a public hearing to adjust the FY 2019 appropriation level. The advertisement encompasses both the County and the Schools' *FY 2019 Third Quarter Reviews*. Section 15.2-2507 of the Code of Virginia requires that a public hearing be held prior to Board action to amend the current appropriation level.

RECOMMENDATION:

The County Executive recommends that the Board authorize staff to publish the advertisement for a public hearing.

TIMING:

Board Action is requested on March 19, 2019 to provide sufficient time to advertise the proposed public hearing on April 9, at 4:00 p.m., and April 10 and 11, 2019, at 1:00 p.m.

BACKGROUND:

As the *FY 2019 Third Quarter Review* includes proposed adjustments in appropriation greater than one percent of total expenditures, a public hearing is required prior to Board action. In addition, the Code of Virginia requires that a synopsis of proposed changes be included in the advertisement.

The School Board funding adjustments included in the advertisement are based on staff's Third Quarter recommendations to the School Board, which were presented to the School Board on March 7, 2019 with action to be taken by the School Board on April 4, 2019.

Board Agenda Item
March 19, 2019

ENCLOSED DOCUMENTS:

These attachments will be available online on Monday, March 18, 2019:

www.fairfaxcounty.gov/budget/fy-2019-third-quarter-review

Attachment A – Proposed advertisement for public hearing

Attachment B – Memorandum to the Board of Supervisors dated March 19, 2019 from Bryan Hill, County Executive, with attachments, transmitting the County's *FY 2019 Third Quarter Review* with appropriation resolutions and the Fairfax County Public Schools staff's recommendations on the *FY 2019 Third Quarter Review*.

STAFF:

Bryan Hill, County Executive

Joseph Mondoro, Chief Financial Officer

Christina Jackson, Deputy Director, Department of Management and Budget

ADMINISTRATIVE – 8

Authorization to Advertise Public Hearings on a Proposed Zoning Ordinance
Amendment Re: Articles 2, 3, 6, 8, 10, 18 and 20 – Community Gardens, Farmers
Markets, Gardening as an Accessory Use and Related Changes

ISSUE:

The proposed Zoning Ordinance amendment includes changes that will add a new community garden use to the Zoning Ordinance as a temporary special permit use with appropriate use standards, define a farmers market and modify the existing use standards, clarify and expand the location regulations for gardening and composting as an accessory use, expand the definition and associated provisions for open space to include community gardens, and make other editorial and clarifying changes.

RECOMMENDATION:

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

TIMING:

Board action is requested on March 19, 2019, to provide sufficient time to advertise the proposed Planning Commission public hearing on April 24, 2019 at 7:30 p.m., and the proposed Board public hearing on June 25, 2019 at 4:00 p.m.

BACKGROUND:

The proposed amendment addresses three sub-topics in the Agricultural Districts and Uses topic set forth in the 2018 Priority 1, First Tier Zoning Ordinance Amendment Work Program (ZOAWP), specifically community gardens/urban agriculture, sales/distribution of garden/farm products and residential gardening as an accessory use. The Agricultural Districts and Uses topic has been listed on the ZOAWP since 2015, however sub-topic specificity was added in 2017. The changes with regard to the new community garden use and expansion of farmers markets use are prompted by requests from citizens and staff's experience with national trends that indicate that people want to have a greater connection to their food and have freer access to local, fresh food. The changes related to open space are editorial and clarifying in nature and staff recommends the removal of the open air produce stand use and accompanying use limitations as the use has been found to be no longer relevant. Specifically, the changes include:

- 1) Allow community gardens by an administrative permit approval with additional standards that include demonstration that safe and adequate ingress/egress and

parking can be provided; limits on the hours of operation, the location and size of accessory structures and setbacks from adjacent properties to mitigate any potential impacts on neighboring properties is provided; and standards to ensure that the establishment of a community garden does not create an erosive condition.

- 2) Modify the standards for farmers markets to allow year-round operation; expand the permitted items to be sold to include agricultural products and items made from farm products, including vendor-produced food, beverage, and other value-added items; delete the requirement that road access must be from an arterial roadway; and permit with a longer validity timeframe and lower cost.
- 3) Clarify the current provisions regarding common open space to allow community gardens as a permitted use of open space.
- 4) Modify the location regulations for accessory structures and uses in the front yard to permit gardening primarily for the growth of herbs, fruits, vegetables, flowers and ornamental plantings, but not including composting, with limitations.

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

REGULATORY IMPACT:

The proposed amendment will provide for the appropriate zoning regulations needed to ensure that any potential impacts related to the establishment of community gardens and farmers markets will be appropriately mitigated; will permit residents to grow food in more areas of their residential properties subject to limitations; and will remove an obsolete use from the Zoning Ordinance.

FISCAL IMPACT:

The proposed changes will create a new community garden use as a type of administrative special permit, with application fees based on the size of the proposed garden as shown in the following table. Additionally, the proposed changes modify the fees for the existing farmers market use. The potential revenue impacts will be minor, assuming the Board adopts the fee levels recommended by staff. Once implemented, staff will continue to monitor revenues in collaboration with the Department of Management and Budget, and make adjustments to budgeted revenues, if necessary.

The proposed changes also eliminate the open air produce stand special permit use which has a \$1,810 fee; however, an analysis has shown that only one such special permit has been accepted over the last twenty years, therefore the removal of the use and the fiscal impact will be negligible.

Additionally, existing staff will be utilized for the review of these applications, so there will be no new staff needs associated with this Zoning Ordinance Amendment.

Use	Current Fee	Recommended by Staff		Advertised Range		Fiscal Impact
		Application Fee	Renewal Fee	Application Fee	Renewal Fee	
New Community Garden Use						
> 2 acres	n/a	\$205 for 2 year permit	\$50 for 2 year permit	\$0-\$500	\$0-\$500 every 2-5 years	\$2,050 initially and \$500 biennially
2-5 acres	n/a	\$435 for BZA application	n/a	\$0-\$910	n/a	\$870 annually
Modified Farmers Market Use						
All	\$205 annually	\$205 for 2 year permit	\$50 for 2 year permit	\$0-\$500	\$0-\$500 every 2-5 years	\$2,050 initially and \$500 biennially
Remove Open Air Produce Stand Use						
All	\$1,810	NA	NA	NA	NA	Only 1 special permit in 20 years

ENCLOSED DOCUMENTS:

Attachment 1 – Resolution
Attachment 2 – Staff Report

STAFF:

Rachel Flynn, Deputy County Executive
Fred Selden, Director, Department of Planning and Zoning (DPZ)
Leslie B. Johnson, Zoning Administrator, DPZ
Barbara A. Byron, Director, Office of Commercial Revitalization
Donna Pesto, Deputy Zoning Administrator for Ordinance Administration Branch, DPZ
Jennifer Josiah, Senior Assistant to the Zoning Administrator, DPZ

ASSIGNED COUNSEL:

Laura Gori, Senior Assistant County Attorney, Office of the County Attorney

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 March 19, 2019, which meeting a quorum was present and voting, and the following resolution was adopted:

WHEREAS, the Zoning Ordinance currently does not have specific provisions for a community garden use, in which edible and ornamental plants are grown by and/or for members of the nearby community, either as a principal or accessory use on land or rooftops; and

WHEREAS, the current provisions for farmers markets are dated and do not reflect industry practices regarding the types of products sold and the time of year in which the markets are operated; and

WHEREAS, the public demand for local food cultivation and sale continues to expand in the County and as a national trend; and

WHEREAS, the Board of Supervisors directed staff, through the 2018 Zoning Ordinance Amendment Work Program, to consider the topic and propose regulations and standards intended to achieve a balance between allowing community gardens, farmers markets and residential gardening in all zoning districts and minimizing any land use impacts associated with these uses; 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 relating to community gardens, farmers markets, residential gardening, and other provisions identified in the accompanying Staff Report.

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 public hearing during which the Planning Commission and the Board will consider the proposed Zoning Ordinance and County Code amendments as recommended by staff.

Given under my hand this 19th day of March, 2019.

A Copy Teste:

Catherine A. Chianese
Clerk to the Board of Supervisors



FAIRFAX
COUNTY

STAFF REPORT

V I R G I N I A

PROPOSED ZONING ORDINANCE AMENDMENT

Articles 2, 3, 6, 8, 10, 18 and 20 of the Zoning Ordinance Regarding
COMMUNITY GARDENS, FARMERS MARKETS, GARDENING AS AN ACCESSORY
USE AND RELATED CHANGES

PUBLIC HEARING DATES

Planning Commission

April 24, 2019 at 7:30 p.m.

Board of Supervisors

June 25, 2019 at 4:00 p.m.

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

March 19, 2019

JEJ



Americans With Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call 703-324-1334 or TTY 711 (Virginia Relay Center).

STAFF COMMENT

The 2018 Zoning Ordinance Amendment Work Program (ZOAWP), adopted by the Board of Supervisors on July 10, 2018, listed Agricultural Districts and Uses as a Priority 1 item, divided into six separate categories and separated into two tiers.

The First Tier items consisted of:

- Community Gardens/Urban Agriculture;
- Sales/distribution of Garden/Farm Products (including wayside stands, farm markets, open air produce stands, farmers markets); and
- Residential Gardening as an Accessory Use.

The Second Tier items consisted of:

- Agritourism Uses;
- Industrial, Commercial and Container Agriculture; and
- Industrial Composting.

These items were added to the ZOAWP in response to the growing trends in both Virginia and nationally for a greater connection to our food and, in turn, small-scale, local food production. The proposed amendment addresses the three sub-topics in the Agricultural Districts and Uses topic set forth in the 2018 Priority 1, First Tier ZOAWP. The second tier item regarding industrial, commercial and container agriculture was partially addressed in the recently adopted small-scale production establishment amendment.

Background

Over the last few decades, people have shown more interest in the origin of their food and, consequently, the demand for locally grown, sustainably produced food has grown rapidly. Schools have installed vegetable and fruit gardens on-site and have created curriculums for tending the garden and healthy eating. Community gardens are being established in both urban and suburban areas and have extensive wait lists for a garden plot as demand grows. Balcony gardening can be seen in high density residential areas and more and more local residents have turned to in-home food production for sale at farmers markets to supplement their incomes. Community Supported Agriculture (CSA) is a model that many farms have adopted and is so popular that obtaining a share is, in some cases, a competitive process.

With the move toward environmental consciousness, many municipalities have adopted green building standards including green roofs, which have also evolved into rooftop vegetable and fruit gardens. Some of these rooftop gardens are commercial enterprises, providing produce to local restaurants and CSAs; however, some serve traditional community garden purposes. Throughout the nation, gardening is being done on land that was never envisioned for gardens, including the space between the sidewalk and the street, front yards, empty lots, and on the walls of existing structures (vertical gardening). Workshops on how to plant an edible landscape and professional firms that design such landscapes are becoming more numerous in communities. Trend lines reflect that people want to know what's in their food, where it was grown, and how it was grown. Some small-scale traditional farms today provide increasingly popular educational

components, hosting school and scout group field trips and offering canning and other farm-related classes.

In addition, farmers markets have evolved over time to sell many different types of food items beyond just produce, fiber, and plants. Farmers markets now serve as community gathering places that offer locally grown produce, eggs, dairy, meats, baked goods, and value-added products, such as jams, jellies, salsas, and pickles. Mobile markets that bring fresh, local food products to office, high density residential complexes and commercial areas have also become more prevalent and are a key mechanism for bringing fresh fruits, vegetables and other healthy foods to areas with limited access. This amendment provides a balanced approach to providing easier access to fresh, healthy food to residents in all areas of the County while ensuring that the uses of community gardens, farmers markets and residential gardening are established to be good neighbors.

Stakeholder Outreach

Staff presented the concepts of this amendment to the Board's Development Process Committee (DPC) on March 13, 2018 and presented draft text to the DPC on January 29, 2019. Staff has engaged in significant outreach for this amendment since mid-2017 to citizens in a myriad of interest areas. Neighborhood and Community Services invited the Department of Planning and Zoning to participate in four school resource fairs in different parts of the County in August, 2018. Zoning Administration Division staff created an informational flyer and staffed a booth at these fairs, answering questions and handing out information about the amendment to thousands of parents and school children. Staff also operated a booth at two farmers markets during National Farmers Market Week in August, 2018 and spoke with farmers and customers at the farmers markets throughout the year. In addition, the Zoning Administration Division staff held Zoning Open Houses on three dates throughout the County where this amendment was presented along with other pending amendments. Coordination with the Fairfax Food Council, Healthy Environment and Active Living Team, Partnership for a Healthier Fairfax Community Health Improvement Plan (CHIP 2.0) program, Fairfax County Park Authority Community Gardens and Farmers Markets Coordinators, Northern Virginia Soil and Water Conservation District (NVSWCD), and Land Development Services (LDS) was carried out throughout 2018 and into early 2019 to ensure that the policies proposed in this amendment were realistic and implementable. This amendment was also presented to the zMOD Citizens Group, the Agricultural and Forestal District Advisory Board, and other citizen groups where constructive feedback was given. Staff has also scheduled meetings with several citizens groups in McLean and Mason Districts.

Analysis of other jurisdictions' regulations

As Fairfax County has developed, the trends have shown less emphasis on large farm production and more emphasis on smaller types of food production, such as community gardens, urban agriculture and small-scale farms. Other jurisdictions in the area have also experienced the trends that Fairfax County is seeing and have enacted policies and ordinances in response. Arlington County has amended its Zoning Ordinance to permit open air markets in every zoning district, with certain limitations. Arlington has also included community gardens in its agriculture definition, permitting the use of agriculture in almost every zoning district by right and Loudoun County permits community gardens as principal uses in areas designated for open space.

No locality in the Commonwealth, Washington D.C., or Montgomery County, MD, regulates the time of year that farmers markets may operate. However, most jurisdictions require a special permit or special exception for location of a farmers market unless it is located on the farm property or on a property which permits retail sales. Many jurisdictions rely on market managers to regulate the goods sold and the vendors permitted. A jurisdictional comparison of farmers market regulations is included as an attachment to the Staff Report.

Numerous nonprofits throughout the Commonwealth are working to connect residents with local food providers, such as small farmers, community gardens, farmers markets, mobile markets, and culinary entrepreneurs. The common goal is to foster resilient food systems that will help alleviate food insecurity. Amending the Zoning Ordinance to better reflect the trends as described above is a necessary step in providing a resilient food system in Fairfax County.

Current Zoning Ordinance Provisions

The existing regulations for farmers markets restrict the types of products that can be sold as well as the periods during the year that the markets can operate. It is important to note that all special permit uses, including temporary special permit uses, are subject to the general standards located in Sect. 8-006, as well as any additional standards specified for a particular use. Current regulations for the uses addressed in this amendment can be found below:

<i>Use</i>	<i>Permitted By Right</i>	<i>Conditionally Permitted*</i>	<i>Zoning Ordinance Section</i>	<i>Current Standards</i>
<i>Farmers markets</i>	By Temporary Special Permit (TSP) only	All districts except R-A, R-P and I-I	Sect. 8-810	<ul style="list-style-type: none"> • April through November, daylight hours • Adequate off street parking and safe ingress and egress • Frontage on or safe and convenient access to a principal or minor arterial street • No storage of vehicles, canopies, display items or produce when market is not in operation • No structures allowed • Seasonal or perishable produce, including flowers and plants • (1) sign per Sect. 12-103
<i>Gardening as an accessory use</i>	All		Sect. 10-102	Not permitted in the minimum required front yard on any lot or in the front yard of any lot less than 36,000 sf

<i>Use</i>	<i>Permitted By Right</i>	<i>Conditionally Permitted*</i>	<i>Zoning Ordinance Section</i>	<i>Current Standards</i>
<i>Open air produce stands</i>	C-5, C-6, C-7, C-8 All districts where retail sales are permitted	R-A, R-P, R-C, R-E, R-1, R-2, R-3, R-4, R-5, R-8, R-12, R-16, R-20, R-30, R-MHP, PDH, PRC, I-I, I-1, I-2, I-3, I-4, I-5, I-6	Sect. 8-909	<ul style="list-style-type: none"> • 2-acre minimum for lot area • Seasonal or perishable produce, including flowers and plants • Must be located in CBC • Adequate off street parking and safe ingress and egress • Comply with bulk regulations of zoning district • April through November, daylight hours • (1) sign per Sect. 12-103

**conditionally permitted by Special Permit (SP), Special Exception (SE) or with other use standards*

The term Community Garden is not specifically defined in the Zoning Ordinance. Gardening and composting is currently permitted as an accessory use in any zoning district provided it meets the definition of an accessory use (serves a principal use and is customarily found in association with a principal use). This has typically been applied to single family residential uses. Community gardens are identified as an accessory use in the PRC District as a “garden plot(s) which are not connected with, incidental to, or on the same lot as a principal use, when the garden plot is not in association with the principal use.” By way of interpretation, community gardens could be considered accessory to uses such as places of worship, schools and parks when the gardening is specifically related to the principal use on the lot. Community gardens have also been considered accessory uses within existing residential subdivisions when provided as a community amenity, similar to swimming pools/tennis courts or other provided recreational uses or open space.

Proposed Zoning Ordinance Amendments

Although the ZOAWP lists wayside stands and farm markets as items to be considered in the First Tier subtopic for Sales/distribution of Garden/Farm Products, those specific uses are not included in this analysis nor in the proposed changes. In March 2018, staff proposed to the Board of Supervisors’ Development Process Committee changes to the existing wayside stand provisions by expanding the districts in which the use would be permitted, however feedback from the Committee Members indicated that no changes to the current regulations were warranted. Additionally, staff has determined that farm markets, not to be confused with farmers markets, are more closely related to agritourism, and therefore will be included in the upcoming amendment pertaining to that subtopic.

Community Gardens

Staff proposes to create a new community garden use and identify use standards that would mitigate any potential impacts on surrounding properties. The definition of a community garden specifically precludes the use from being considered agriculture, as it is not intended for

community gardens to be exempt from building code or other state requirements. The definition also permits community gardens to be located both on the ground and on building rooftops, lending flexibility to the growing methods and in order to promote green building. Community gardens are not to be permitted on lots containing single family dwellings; however, the location of personal gardening for single family residential properties is expanded in this amendment to provide for further flexibility for the cultivation of herbs, fruits, flowers, vegetables, or ornamental plants that do not meet the definition of landscaping.

The proposed amendment revises the definition of open space to permit community gardens in common open space by right when located on a lot with a principal use. Currently, only the PRC district permits garden plots (to be renamed to community gardens with this amendment) in common open space. Therefore, by expanding the definition of open space to include community gardens, homeowners or condominium associations will be able to establish community gardens subject to the proposed use standards, but without additional regulations, provided that proffers or other development conditions do not specifically preclude the use. Similarly, the proposed amendment permits non-residential developments, such as places of worship, office, and other commercial and industrial developments, schools, et cetera to establish community gardens by right as accessory uses in open space, subject to the proposed use standards.

When a community garden is proposed as a principal use on land not designated as open space, then it could be permitted administratively with a Temporary Special Permit (TSP) provided that the garden area will occupy not more than two acres. Standards pertaining to parking, adequate ingress/egress, bulk and location regulations, noise, hours of operation, signage and maintenance are addressed by the proposed amendment. A standard of 250 square feet, cumulatively, for accessory structures, such as sheds and message boards/kiosks, is also proposed and is advertised with a range of up to 750 feet for the Board's discretion.

An analysis of the Fairfax County sponsored community gardens on parkland shows that the majority of the existing gardens occupy less than two acres. However, a proposed community garden that will occupy between two and less than five acres, could be permitted by special permit with approval by the Board of Zoning Appeals. This process ensures that a larger garden, which could have larger visual, transportation and noise impacts would have the appropriate community review. An application fee of \$435 for review by the BZA is proposed, which is commensurate with the lower application fees for items such as home child care facilities, accessory dwelling units, modification to the limitation on the keeping of animals and an increase in fence or wall height in the front yard. A range between \$0 and \$910 has been advertised for the BZA application fee for the Board's consideration.

In consultation with staff from both Land Development Services (LDS) and the Northern Virginia Soil and Water Conservation District (NVSWCD), staff also recommends that a conservation plan be developed for each community garden with more than 5,000 square feet of disturbed area to ensure proper environmental controls and that no erosive condition is created. Staff believes that a two-year permit would be appropriate to establish and maintain the garden while providing a sufficient timeframe for periodic review. There is no fee for obtaining such conservation plan and staff from both agencies have committed to developing educational materials to help guide residents through the process and to establish guidelines for best

practices. Temporary special permits are currently subject to a yearly fee of \$205, therefore staff believes that a two year permit with an initial fee of \$205 and a bi-annual renewal fee of \$50 is reasonable, however staff has advertised a range of fees and permit validity to accommodate Board consideration of alternatives to this recommendation. Any expansion of an existing community garden, as determined by the Zoning Administrator, would also require a full review, at the \$205 fee, and the issuance of a new temporary special permit.

Farmers Markets

The Zoning Ordinance currently regulates farmers markets as a temporary special permit use administratively approved by the Zoning Administrator with significant restrictions. Farmers markets are currently permitted to sell only seasonal or perishable produce, including flowers and plants, during the months of April through November. Farmers markets are also limited to locating on a lot having frontage on a principal or minor arterial street. These markets have evolved over time to sell many different types of food items beyond just produce, as well as fiber and value-added foods (such as cheese, jams, salsa and relishes). Mobile markets that bring fresh, local food products to offices, high-density residential complexes and commercial areas have also become more prevalent and do not meet the standards of the current temporary special permit.

Staff proposes to modify Sect. 8-810 of the Zoning Ordinance regarding farmers markets to permit them for a two-year period with year-round operation in applicable zoning districts. Staff proposes to eliminate the “temporary” designation in the name of the use and the regulations that require location on an arterial road. An analysis of County-sponsored farmers markets has found that half of the existing markets do not meet the locational requirements of the current standards, with no associated land use impacts that staff is aware of, therefore justifying removal of the requirement. The proposed amendment will also add a definition of “farmers market” that limits the items for sale to farm products or value-added farm products. Value-added farm products can include items made from farm products, such as pickles, salsa, baked goods, lotions, candles and hemp products. A mobile market would be considered a farmers market and would be required to obtain a temporary special permit for every location. As with community gardens, a farmers market TSP would be valid for a period of two years, at a cost of \$205 with a bi-annual renewal fee of \$50, however staff has advertised a range of fees and permit validity to accommodate Board consideration of alternatives to this recommendation. Any expansion of an existing farmers market would also require a full review, at the \$205 fee, and the issuance of a new temporary special permit.

Open Air Produce Stands

Staff has performed a review of the special permits issued over the last twenty years and has determined that only one special permit has been issued, but is no longer valid, for an open air produce stand. Per Sect. 8-909, these uses are only permitted in a Community Business Center (CBC), as designated in the Comprehensive Plan. The sale of produce and seasonal items has been accommodated in CBCs and other areas as retail sales approved by site plan or as seasonal sales approved with a temporary special permit for a period of 21 days. Therefore, the use is obsolete, and staff proposes to remove all references to the use from the Zoning Ordinance.

Gardening as an Accessory Use

Gardens, for the cultivation of herbs, fruits, flowers, vegetables or ornamental plants, are an accessory use that is permitted on single family residential lots and elsewhere when deemed accessory to the principal use. On lots less than 36,000 square feet, gardens (not to be confused with landscaping) are allowed only in the side and rear yards. However, some residential lots have sufficient sun and growing space in the front yard only, yet gardening is not currently permitted in that area on lots of less than 36,000 square feet. Staff proposes to permit gardening in the front yard no closer than 15 feet to the front lot line and limited to no more than 100 square feet in area. Composting would not be permitted in the front yard of a lot less than 36,000 feet, nor in the minimum required front yard of a larger lot. Staff recommends these specific regulations in terms of size and setback, but has advertised a range of unlimited area for the standards to allow for discretion in the adoption of the regulations.

Implementation of Proposed Changes

Staff is developing an implementation plan for the new and revised temporary special permit process for community gardens and farmers markets. While not part of the Zoning Ordinance text, a revised permit application form and temporary special permit will be developed in conjunction with this amendment. As discussed above, staff from LDS and NVSWCD is developing educational guidance for community gardens to ensure that no erosive state is created and to guide applicants through the conservation plan process. Staff has also worked closely with the Fairfax Food Council throughout the research phase of this amendment and will continue to help provide regulatory expertise to the Urban Agriculture Working Group and Food Access Working Group and other outreach opportunities that are requested. The proposed regulations are intended to achieve a balance between providing greater access to fresh food in Fairfax County while maintaining the overall character of neighborhoods. As such, staff recommends approval of the proposed amendments with an effective date of 12:01 a.m. on the day following adoption.

Conclusion

Staff believes that this amendment provides a balanced approach to providing easier access to fresh, healthy food to residents in all areas of the County while ensuring that the uses of community gardens, farmers markets, and residential gardening are established to be good neighbors. Staff recommends adoption of the proposed Zoning Ordinance amendments, with an effective date of 12:01 AM the day following adoption.

PROPOSED AMENDMENT

This proposed Zoning Ordinance amendment is based on the Zoning Ordinance in effect as of March 19, 2019, and there may be other proposed amendments which 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.

1 Amend Article 20, Ordinance Structure, Interpretations and Definitions, Part 3,
2 Definitions, by adding new definitions for COMMUNITY GARDENS and
3 FARMERS MARKETS and revising the current definition of OPEN SPACE to read
4 as follows:

5
6 COMMUNITY GARDEN: Land or rooftop area used for the cultivation of herbs, fruits,
7 flowers, vegetables, or ornamental plants by more than one person, household, or a
8 nonprofit organization for personal or group use, consumption, or donation and not for
9 the bona fide production of crops, animals or fowl. Community gardens may be divided
10 into separate plots for cultivation by one or more individuals or may be cultivated
11 collectively by members of the group and may include common areas and accessory
12 structures maintained and used by group members. A community garden does not
13 include a private garden on a lot that contains a single family detached dwelling. Except
14 when located as an accessory use on a lot that is principally used for agriculture,
15 community gardens are not deemed to be an agricultural use.

16
17 FARMERS MARKET: A regularly occurring market that sells farm products or value-
18 added farm products directly to the general public.

19
20 OPEN SPACE: That area within the boundaries of a lot that is intended to provide light and air,
21 and is designed for either scenic or recreational purposes. Open space ~~shall~~ must, in general, be
22 available for entry and use by the residents or occupants of the development, but may include a
23 limited proportion of space so located and treated as to enhance the amenity of the development
24 by providing landscaping features, screening for the benefit of the occupants or those in
25 neighboring areas, or a general appearance of openness.

26
27 Open space may include, but need not be limited to lawns, decorative planting,
28 walkways, active and passive recreation areas, children's playgrounds, fountains, swimming
29 pools, undisturbed natural areas, ~~agriculture,~~ community gardens, wooded areas, water bodies
30 and those areas where landscaping and screening are required by the provisions of Article 13;
31 provided, however, that the area required for interior parking lot landscaping ~~shall~~ must not
32 comprise more than twenty-five (25) percent of the total required open space. Open
33 space ~~shall~~ does not include driveways, parking lots, or other vehicular surfaces, any area
34 occupied by a building, nor areas so located or so small as to have no substantial value for the

purposes stated in this definition. Within a residential subdivision, open space ~~shall be~~ is composed of only those areas not contained in individually owned lots. For the purpose of this Ordinance, open space ~~shall~~ includes and be qualifieds as LANDSCAPED OPEN SPACE, COMMON OPEN SPACE, DEDICATED OPEN SPACE, and USABLE OPEN SPACE, all as defined herein.

Amend Article 2, General Regulations, Part 7, Common Open Space and Common Improvement Regulations as follows:

- Amend Sect. 2-702, General Requirements by revising the lead-in paragraph and Par. 5 as follows:

All lands and improvements set forth in Par. 1, 2, and 3 of Sect. 701 above ~~shall~~ must be established and maintained in accordance with the following requirements:

5. No lands in common open space may be denuded, defaced or otherwise disturbed in any manner at any time without the approval of the Director. However, routine maintenance of common open space limited to the removal of dead, diseased, dying or hazardous trees or shrubbery; removal and replacement of dead landscaping and screening materials; installation of supplemental plantings or a community garden; removal of noxious vegetation such as poison ivy or greenbrier; lawn care and maintenance; or repair and replacement of picnic and play equipment; or similar routine maintenance will be permitted without approval of the Director; provided such maintenance is allowed under any applicable proffered conditions, applicable conditions of special permits or special exceptions or other applicable laws and ordinances and further provided that such common open space does not contain areas used to comply with Best Management Practices such as floodplains and conservation easements.

Amend Article 3, Residential Districts, as follows:

- Amend Sect. 3-A03 Special Permit Uses, in the R-A District by amending Par. 3, Group 8 – Temporary Uses to add a new Par. C and D, as follows:

3. Group 8, Temporary Uses, limited to:

C. Community gardens

D. Farmers markets

- Amend Sect. 3-P03 Special Permit Uses, in the R-P District by amending Par. 5, Group 8 – Temporary Uses to add a new Par. G and H, as follows:

5. Group 8, Temporary Uses, limited to:

G. Community gardens

1 H. Farmers markets

- 2
3 - **Amend Sect. 3-C03, Special Permit Uses, in the R-C District by amending Par. 5, Group**
4 **8 – Temporary Uses to revise Par. F and add a new Par. H, as follows:**

5
6 5. Group 8, Temporary Uses, limited to:

7
8 F. ~~Temporary~~ Farmers' markets

9
10 H. Community gardens

- 11
12 - **Amend Sections 3-E03 and 3-103, Special Permit Uses, in the R-E and R-1 Districts by**
13 **amending Par. 7, Group 8 – Temporary Uses to revise Par. F and add a new Par. H, as**
14 **follows:**

15
16 7. Group 8, Temporary Uses, limited to:

17
18 F. ~~Temporary~~ Farmers' markets

19
20 H. Community gardens

- 21
22 - **Amend Sections 3-203, 3-303, 3-403, Special Permit Uses, in the R-2, R-3 and R-4**
23 **Districts by amending Par. 6, Group 8 – Temporary Uses to revise Par. F and add a**
24 **new Par. H, as follows:**

25
26 6. Group 8, Temporary Uses, limited to:

27
28 F. ~~Temporary~~ Farmers' markets

29
30 H. Community gardens

- 31
32 - **Amend Sections 3-503, 3-803, 3-1203, 3-1603, 3-2003, 3-3003, and 3-M03 Special Permit**
33 **Uses, in the R-5, R-8, R-12, R-16, R-20, R-30, R-MHP Districts by amending Par. 4,**
34 **Group 8 – Temporary Uses to revise Par. F and add a new Par. H, as follows:**

35
36 4. Group 8, Temporary Uses, limited to:

37
38 F. ~~Temporary~~ Farmers' markets

39
40 H. Community gardens

- 41
42 **Amend Article 6, Planned Development District Regulations, Part 3, PRC Planned**
43 **Residential Community District by revising Par. 1A of Sect. 6-302, as follows:**

44
45 **Sect. 6-302 Permitted Uses**
46

Subject to the use limitations set forth in Sect. 305 below and the exceptions permitted by Sections 303 and 304 below, the following and similar uses as may be approved shall be permitted only in those locations respectively designated Residential, Neighborhood Convenience Center, Village Center, Town Center and Convention/Conference Center on an approved development plan and PRC plan, if applicable, prepared in accordance with the provisions of Article 16.

A. The following uses are permitted in those areas approved for Residential Uses:

- (1) Accessory uses, accessory service uses and home occupations as permitted by Article 10 to include ~~garden plots~~ community gardens which are not connected with, incidental to, or on the same lot with a principal use.

Amend Article 8, Special Permits, Part 8, Group 8 Temporary Uses as follows:

- **Amend Sect. 8-801, Group 8 Special Permit Uses to revise Par. 7 and add new Par. 10, as follows:**

7. ~~Temporary Farmers' markets.~~

10. Community gardens.

- **Amend Sect. 8-802, Districts in Which Group 8 Uses May be Located**

Group 8 uses may be allowed by special permit in the following districts:

R-A District: Limited to uses 1, 7, 8, and 9 and 10

R-P District: Limited to uses 1, 2, 3, 5, 6, 7, 8, and 9 and 10

All other R Districts: Limited to uses 1, 2, 3, 5, 6, 7, 8, and 9 and 10

All P Districts: Limited to uses 1, 2, 3, 4, 5, 6, 7, 8, and 9 (when located in a residential portion of a P district), and 10

All C Districts: Limited to uses 1, 2, 3, 4, 5, 6, 7, and 8 and 10

All I Districts except I-I: Limited to uses 1, 2, 3, 4, 5, 6, 7, and 8 and 10

- **Amend Sect. 8-810, Standards and Time Limits for Temporary Farmers' Markets, as follows:**

8-810 Standards and Time Limits for ~~Temporary~~ Farmers' Markets

~~Temporary farmers markets shall be deemed temporary retail sales establishments and shall be allowed in all districts where retail sales establishments are permitted uses, notwithstanding the use limitations concerning outdoor storage and display of goods set forth in the district regulations. In all other districts, notwithstanding the provisions of Sect. 2-510~~

1 ~~or the use limitations concerning retail sales set forth in the district regulations, temporary~~
 2 ~~farmers markets may be permitted subject to the following conditions:—~~ A farmers market
 3 may be permitted subject to the following conditions:

- 4
- 5 1. ~~Such temporary use may be permitted only during the months of April through~~
 6 ~~November.~~
- 7
- 8 2. ~~1. No temporary special permit shall be issued unless a~~ Adequate provision is made for
 9 off street parking and safe ingress and egress to the adjacent street must be provided.
- 10
- 11 3. ~~Such use shall be located on a lot having frontage on or safe and convenient access to a~~
 12 ~~principal or minor arterial street as set forth in Appendix 8.~~
- 13
- 14 4. ~~2. No storage of vehicles, canopies, display items or produce shall be is permitted when~~
 15 ~~the market is not in operation. Additionally, no permanent structures shall~~
 16 ~~be are allowed;—provided, however, that canopy tents, fabric canopies primarily attached~~
 17 ~~to vehicles, temporary portable shelving, portable tables, bins, hanging racks and similar~~
 18 ~~display items shall not be are not deemed structures.~~
- 19
- 20 5. ~~3. Sales shall be are limited to seasonal or perishable produce, including flowers and~~
 21 ~~plants agricultural products and items made from farm products, including vendor-~~
 22 ~~produced food, beverage, and other value-added items.~~

23

24 6. ~~4. The hours of operation are limited to daylight hours.~~

25

26 7. ~~One (1) temporary sign may be permitted in accordance with the provisions of Sect. 12-~~
 27 ~~103~~

28

29 5. To establish a farmers market, an application must be filed with the Zoning Administrator
 30 on forms furnished by the County, accompanied by the required fees in accordance with
 31 Sect. 18-106. Permits are valid for a period of two years and may be renewed on a
 32 biennial basis with approval of the Zoning Administrator. Any subsequent expansion or
 33 change of permit holder or renewal of a farmers market permit may require submission of
 34 a new application as determined by the Zoning Administrator. (Advertised to allow the
 35 Board to consider any fee of between \$0 and \$500 and a period of permit validity of up
 36 to five years)

37

38 6. Farmers markets may also be permitted on County owned and controlled property,
 39 including the Park Authority or Fairfax County Public Schools, provided that such
 40 farmers markets have the property owner's permission and comply with all other
 41 applicable regulations.

42

43 - **Add a new Sect. 8-813, Standards and Time Limits for Community Gardens, as follows:**

44

45 **8-813 Standards and Time Limits for Community Gardens**

46

Community gardens may be permitted as either a principal use or an accessory use subject to any associated proffers or development conditions and to the following:

1. A community garden may be permitted as a principal use in any district, subject to the following:
 - A. The land area for the community garden cannot exceed two acres in size, except that a community garden of more than two acres and less than five acres may be approved by the BZA, in accordance with Sect. 8-009. An application for approval by the BZA must be filed a minimum of ninety (90) days prior to the date on which the permit is to take effect. *(Advertised to allow the Board to consider any permitted size of less than five acres)*
 - B. The cumulative area of all structures associated with the community garden is limited to 250 square feet, except as may be approved by the BZA in accordance with Par. 1. All accessory structures must comply with the location regulations, as specified in Sect. 10-104. *(Advertised to allow the Board to consider up to 750 square feet)*
 - C. A community garden may not be located closer than 15 feet to the front lot line and 25 feet from all other lot lines. *(Advertised to allow the Board to consider any setback in any yard of up to 100 feet)*
 - D. Designated composting areas may not be located in the minimum required front yard, must be screened from adjoining residential property with either a fence or other adequate screening material, and must be maintained in a manner that protects adjacent properties from nuisance odors, runoff and pests.
 - E. Adequate parking and safe ingress and egress to the adjacent street must be provided.
 - F. Only practices and equipment commonly used in residential gardening may be used. No lighting is permitted and all activities are subject to compliance with the noise standards set forth in Chapter 108.1 of The Code.
 - G. The hours of operation are limited from 7:00 A.M. to dusk. *(Advertised to allow the Board to consider unlimited hours of operation)*
 - H. Community gardens and the area surrounding community gardens must be maintained in good condition. In the event that the operation of the community garden ceases, the land or area must be restored, and all structures associated with the community garden must be removed from the property.
 - I. The operation of a community garden cannot create an erosive condition, as identified in Chapter 104 of The Code. A Conservation Plan approved by the Northern Virginia Soil and Water Conservation District is recommended for gardens of not more than 5,000 square feet in area and is required for gardens greater than 5,000 square feet in area. All activity in and around the garden must adhere to the recommendations of the

Plan to preclude the development of erosive conditions. *(Advertised to allow the Board to make a Conservation Plan optional or mandatory for all community garden sizes)*

J. To establish a community garden, an application must be filed with the Zoning Administrator on forms furnished by the County, accompanied by the required fees in accordance with Sect. 18-106. Permits are valid for a period of two years and may be renewed on a biennial basis with approval of the Zoning Administrator. Any subsequent expansion or change of permit holder may require submission of a new application as determined by the Zoning Administrator. *(Advertised to allow the Board to consider any fee of between \$0 and \$500 and a period of permit validity of up to five years)*

2. Community gardens may be permitted as an accessory use, for the exclusive use and enjoyment of members of a homeowner association, condominium association, or non-residential development, without approval of a temporary special permit, provided the operation conforms to provisions A through I of Par. 1 above.

3. Community gardens may also be permitted on County owned and controlled property, including the Park Authority or Fairfax County Public Schools, provided that such community gardens have the property owner's permission and comply with all other applicable regulations.

Amend Article 8, Special Permits, Part 9, Uses Requiring Special Regulation, as follows:

- **Amend Sect. 8-901, Group 9 Special Permit Uses to remove the Open-air produce stands use from Par. 8, as follows:**

8. ~~Open-air produce stands.~~

- **Amend Sect. 8-902, Districts in Which Group 9 Uses May be Located, to remove Use Number 8 from Paragraphs 1 and 2.**

- **Amend Sect. 8-909, Additional Standards for Open-Air Produce Stands to delete the lead-in paragraph and provisions.**

Amend Article 10, Accessory Uses, Accessory Service Uses and Home Occupations, Part 1, Accessory Uses and Structures, of as follows:

- **Amend Par. 10 of Sect. 10-102, Permitted Accessory Uses, as follows:**

10-102 Permitted Accessory Uses

Accessory uses and structures may include, but are not limited to, the following uses and structures; any such use or structure must be in accordance with the definition of Accessory Use contained in Article 20.

10. Gardening primarily for the growth of herbs, fruits, vegetables, flowers and ornamental plantings but not including landscaping as defined in Article 20, and composting.

- **Amend Par. 12 of Sect. 10-104, Location Regulations, as follows:**

10-104 Location Regulations

12. The following regulations shall apply to the location of all freestanding structures or uses except those specifically set forth in other paragraphs of this Section:

- C. No accessory structure or use, except a statue, basketball standard, ~~or~~ flagpole, or gardening in an area of not more than 100 square feet shall may be located (a) in any minimum required front yard on any lot or (b) in any front yard on any lot containing 36,000 square feet or less. When located in a front yard, basketball standards and gardening shall may not be closer than fifteen (15) feet to a front lot line. Composting is not permitted in any front yard. Additionally, basketball standards may not be closer than and twelve (12) feet to a side lot line, and shall may not be used between the hours of 8:00 PM and 8:00 AM. *(Advertised to allow the Board to consider all of the following: unlimited area; no setback; and limited to only single family detached dwellings)*

Amend Article 18, Administration, Amendments, Violations and Penalties, by amending Part 1, Administration, Sect. 106, Application and Zoning Compliance Letter Fees, to modify the Group 8 special permit fees in Par. 1 to add farmers markets and community gardens and modify the Group 9 special permit fees to remove Open air produce stand, as follows:

1. Application for a variance, appeal, special permit or special exception:

Group 8 special permit

- Temporary portable storage containers approved by the Zoning Administrator \$0
- All other uses approved by the Zoning Administrator \$205
Advertised to allow the Board to consider a fee from \$0 to \$500 and permit validity of up to five years for farmers markets and community gardens only.
- Temporary portable storage containers approved by the BZA \$0
- Community gardens approved by the BZA \$435
Advertised to allow the Board to consider a fee from \$0 to \$910

1	• <u>Farmers markets and community gardens biennial renewal</u>	<u>\$50</u>
2	<i>Advertised to allow the Board to consider a fee from \$0 to \$500 and permit validity</i>	
3	<i>of up to five years.</i>	
4		
5	• All other uses approved by the BZA	\$16,375
6		
7	Group 9 special permit	
8		
9	• Open air produce stand	\$1810

ADMINISTRATIVE – 9

Authorization to Advertise a Public Hearing to Consider an Ordinance to Amend and Readopt Fairfax County Code Section 7-2-13 and Relocate the Polling Location for the Belleview Precinct in the Mount Vernon District

ISSUE:

Authorization to advertise a Public Hearing to consider an ordinance that proposes to amend and readopt Fairfax County Code Section 7-2-13, relating to election precincts and polling locations, to move the polling location for the Belleview precinct.

RECOMMENDATION:

The County Executive recommends that the Board authorize advertisement of a public hearing on Tuesday, April 9, 2019, at 2:00 p.m. to consider this ordinance.

TIMING:

Board action is requested on March 19, 2019, to provide sufficient time to advertise the proposed public hearing for adoption of this ordinance on April 9, 2019, at 2:00 p.m. This will allow adequate time to notify voters who are affected by this change in advance of the next election, which is expected to be the June 11, 2019, Primary Election.

BACKGROUND:

The Virginia Code permits the governing body of each county and city to establish by ordinance as many precincts as it deems necessary with one polling place for each precinct. The Board of Supervisors is authorized to change polling place locations subject to the requirements of Virginia Code Sections 24.2-307, 24.2-310, and 24.2-310.1. If approved, the proposed ordinance will make the following change:

In Mount Vernon District, staff recommends moving the polling location for the Belleview precinct. The proposal will move the Belleview precinct polling location to the Martha Washington Library, 6614 Fort Hunt Road, Alexandria, located across the street from its current polling location at Belle View Elementary School. Moving this polling location is necessary at this time due to the extensive renovations of Belle View Elementary School. The June Primary Election will be held while school is still in session, and due to repurposing of spaces within the school as a result of the construction, the area designated for voting will be needed for educational purposes and will be unavailable for voting. Additionally, accessible parking is severely restricted due to construction

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equipment and classroom trailers. Because the renovations are extensive and ongoing, the relocation of the Belleview polling location will remain in place through at least next fall's General Election.

FISCAL IMPACT:

Insignificant. Funding for precinct and polling place change notifications is provided in the agency's FY 2019 Adopted Budget.

ENCLOSED DOCUMENTS:

Attachment 1: Virginia Code Pertaining to Election Precincts and Polling Places

Attachment 2: Summary of Proposed Change

Attachment 3: Descriptions and Map of Proposed Change

Attachment 4: Proposed Ordinance

STAFF:

Gary D. Scott, General Registrar and Director of Elections

Beth Dixon Methfessel, Clerk to the Fairfax County Electoral Board

ASSIGNED ATTORNEY:

Martin R. Desjardins, Assistant County Attorney

§ 24.2-307. Requirements for county and city precincts.

The governing body of each county and city shall establish by ordinance as many precincts as it deems necessary. Each governing body is authorized to increase or decrease the number of precincts and alter precinct boundaries subject to the requirements of this chapter.

At the time any precinct is established, it shall have no more than 5,000 registered voters. The general registrar shall notify the governing body whenever the number of voters who voted in a precinct in an election for President of the United States exceeds 4,000. Within six months of receiving the notice, the governing body shall proceed to revise the precinct boundaries, and any newly established or redrawn precinct shall have no more than 5,000 registered voters.

At the time any precinct is established, each precinct in a county shall have no fewer than 100 registered voters and each precinct in a city shall have no fewer than 500 registered voters.

Each precinct shall be wholly contained within any election district used for the election of one or more members of the governing body or school board for the county or city.

The governing body shall establish by ordinance one polling place for each precinct.

(Code 1950, §§ 24-45, 24-46; 1954, c. 375; 1956, c. 378; 1962, cc. 185, 536; 1970, c. 462, §§ 24.1-36, 24.1-37; 1971, Ex. Sess., c. 119; 1976, c. 616; 1977, c. 30; 1978, c. 778; 1980, c. 639; 1992, c. 445; 1993, c. 641; 1999, c. [515](#).)

§ 24.2-310. Requirements for polling places.

A. The polling place for each precinct shall be located within the county or city and either within the precinct or within one mile of the precinct boundary. The polling place for a county precinct may be located within a city (i) if the city is wholly contained within the county election district served by the precinct or (ii) if the city is wholly contained within the county and the polling place is located on property owned by the county. The polling place for a town precinct may be located within one mile of the precinct and town boundary. For town elections held in November, the town shall use the polling places established by the county for its elections.

B. The governing body of each county, city, and town shall provide funds to enable the general registrar to provide adequate facilities at each polling place for the conduct of elections. Each polling place shall be located in a public building whenever practicable. If more than one polling place is located in the same building, each polling place shall be located in a separate room or separate and defined space.

C. Polling places shall be accessible to qualified voters as required by the provisions of the Virginians with Disabilities Act (§ [51.5-1](#) et seq.), the Voting Accessibility for the Elderly and Handicapped Act (52 U.S.C. § 20101 et seq.), and the Americans with Disabilities Act relating to public services (42 U.S.C. § 12131 et seq.). The State Board shall provide instructions to the local electoral boards and general registrars to assist the localities in complying with the requirements of the Acts.

D. If an emergency makes a polling place unusable or inaccessible, the electoral board or the general registrar shall provide an alternative polling place and give notice of the change in polling place, including to all candidates, or such candidate's campaign, appearing on the ballot to be voted at the alternative polling place, subject to the prior approval of the State Board. The general registrar shall provide notice to the voters appropriate to the circumstances of the emergency. For the purposes of this subsection, an "emergency" means a rare and unforeseen combination of circumstances, or the resulting state, that calls for immediate action.

E. It shall be permissible to distribute campaign materials on the election day on the property on which a polling place is located and outside of the building containing the room where the election is conducted except as specifically prohibited by law including, without limitation, the prohibitions of § [24.2-604](#) and the establishment of the "Prohibited Area" within 40 feet of any entrance to the polling place. However, and notwithstanding the provisions of clause (i) of subsection A of § [24.2-604](#), and upon the approval of the local electoral board, campaign materials may be distributed outside the polling place and inside the structure where the election is conducted, provided that the "Prohibited Area" (i) includes the area within the structure that is beyond 40 feet of any entrance to the polling place and the area within the structure that is within 40 feet of any entrance to the room where the election is conducted and (ii) is maintained and enforced as provided in § [24.2-604](#). The local electoral board may approve campaigning activities inside the building where the election is conducted when an entrance to the building is from an adjoining building, or if establishing the 40-foot prohibited area outside the polling place would hinder or delay a qualified voter from entering or leaving the building.

F. Any local government, local electoral board, or the State Board may make monetary grants to any non-governmental entity furnishing facilities under the provisions of § [24.2-307](#) or [24.2-308](#) for use as a polling place. Such grants shall be made for the sole purpose of meeting the accessibility requirements of this section. Nothing in this subsection shall be construed to obligate any local government, local electoral board, or the State Board to appropriate funds to any non-governmental entity.

Code 1950, §§ 24-45, 24-46, 24-171, 24-179 through 24-181; 1954, c. 375; 1956, c. 378; 1962, cc. 185, 536; 1970, c. 462, §§ 24.1-36, 24.1-37, 24.1-92, 24.1-97; 1971, Ex. Sess., c. 119; 1976, c. 616; 1977, c. 30; 1978, c. 778; 1980, c. 639; 1981, c. 425; 1984, c. 217; 1985, c. 197; 1986, c. 558; 1992, c. 445; 1993, cc. 546, 641; 1994, c. [307](#); 2003, c. [1015](#); 2004, c. [25](#); 2005, c. [340](#); 2008, cc. [113](#), [394](#); 2010, cc. [639](#), [707](#); 2012, cc. [488](#), [759](#); 2016, cc. [18](#), [492](#).

§ 24.2-310.1. Polling places; additional requirement.

The requirement stated in this section shall be in addition to requirements stated in §§ [24.2-307](#), [24.2-308](#), and [24.2-310](#), including the requirement that polling places be located in public buildings whenever practical. No polling place shall be located in a building which serves primarily as the headquarters, office, or assembly building for any private organization, other than an organization of a civic, educational, religious, charitable, historical, patriotic, cultural, or similar nature, unless the State Board has approved the use of the building because no other building meeting the accessibility requirements of this title is available.

(1993, c. 904, § 24.1-37.1; 1993, c. 641.)

Attachment 2: Summary of Proposed Change

<i>April 2019 SUMMARY OF PRECINCT AND POLLING PLACE CHANGE</i>							
SUPERVISOR DISTRICT	OLD PRECINCT(S)	REGISTERED VOTERS*	OLD POLLING PLACE(S)	NEW PRECINCT(S)	PROJECTED REGISTERED VOTERS	NEW POLLING PLACE(S)	NOTES ON CHANGES
MOUNT VERNON	602 BELLEVIEW	2526	Belle View Elementary School	602 BELLEVIEW	2526	Martha Washington Library	Relocate polling location due to renovation of Belle View Elementary School

* Registered voters as of March, 2019

Commonwealth of Virginia
COUNTY OF FAIRFAX

MOUNT VERNON DISTRICT

DESCRIPTION:

Beginning at the intersection of Telegraph Road and the south corporate boundary of the City of Alexandria, thence with the corporate boundary of the City of Alexandria in a southeasterly direction to its intersection with the Maryland/Virginia State Line (Potomac River), thence with the Maryland/Virginia State Line in a southerly, then generally southwesterly direction to its intersection with the Prince William County/Fairfax County Line (Occoquan River), thence with the Prince William County/Fairfax County Line in a generally northwesterly direction to its intersection with the Virginia Power Easement, thence with the Virginia Power Easement in a northeasterly direction to its intersection with Hooes Road, thence with Hooes Road in a northerly direction to its intersection with Pohick Road, thence with Pohick Road in a generally southeasterly direction to its intersection with the Virginia Power Easement, thence with the Virginia Power Easement in an easterly direction to its intersection with Pohick Creek, thence with the meanders of Pohick Creek in a generally northerly direction to its intersection with the Fairfax County Parkway (Route 7100), thence with the Fairfax County Parkway in an easterly direction to its intersection with Rolling Road, thence with Rolling Road in a southeasterly direction to its intersection with the north boundary of the Ft. Belvoir Military Reservation-North Area (old Proving Grounds), thence with the boundary of the Ft. Belvoir Military Reservation in a generally easterly direction to its intersection with Accotink Creek, thence with the meanders of Accotink Creek in a generally southeasterly direction to its intersection with Fullerton Road, thence with the Fullerton in a generally easterly direction to its intersection with Boudinot Drive, thence with Boudinot Drive in a southeasterly direction to its intersection with Alban Road, thence with Alban Road in a northeasterly direction to its intersection with Backlick Road, thence with Backlick Road in a southeasterly direction to its intersection with the Shirley Memorial Highway (I-95), thence with the Shirley Memorial Highway in a southwesterly direction to its intersection with Newington Road, thence with Newington Road in an easterly direction to its intersection with the Richmond, Fredericksburg and Potomac Railroad, thence with the Richmond, Fredericksburg and Potomac Railroad in a northerly direction to its intersection with the Virginia Power Easement, thence with the Virginia Power Easement in an easterly direction to its intersection with Beulah Road, thence with Beulah Road in a southeasterly, then easterly direction to its intersection with Telegraph Road, thence with Telegraph Road in a northeasterly direction to its intersection with the northeast boundary of the Fort Belvoir Military Reservation, thence with the boundary of the Fort Belvoir Military Reservation in a southeasterly direction to its intersection with the south boundary of Huntley Meadows Park, thence with the boundary of Huntley Meadows Park in a southeasterly, then northeasterly

direction to its intersection with Frye Road, thence with Frye Road in a southerly direction to its intersection with Richmond Highway (Route 1), thence with Richmond Highway in a northeasterly, then northerly direction to its intersection North Kings Highway, thence with North Kings Highway in a northerly direction to its intersection with Telegraph Road, thence with Telegraph Road in a northeasterly direction to its intersection with the south corporate boundary of the City of Alexandria, point of beginning.

As adopted by the Board of Supervisors on June 11, 2001

Section 7-2-9. Mount Vernon District

The Mount Vernon District shall consist of these election precincts: Belle Haven, Belleview, Belvoir, Bucknell, DeLong, Fort Hunt, the southwestern portion of Garfield, Grosvenor, Gunston, Hollin Hall, Hunt, Huntington, Kirkside, Lorton, Marlan, Newington, Pohick Run East, Pohick Run West, Saratoga, Sherwood, Stratford, Waynewood, Westgate, Whitman, the southern portion of Woodlawn, and Woodley.

As amended and readopted by the Board of Supervisors on August 6, 2001

Section 7-2-9. Mount Vernon District

The Mount Vernon District shall consist of these election precincts: Alban, Belle Haven, Belleview, Belvoir, Bucknell, Fort Hunt, Grosvenor, Gunston, Hollin Hall, Hunt, Huntington, Kirkside, Lorton, Marlan, Newington, Pohick Church, Pohick Run, Saratoga, Sherwood, Stratford, Waynewood, Westgate, Whitman, Woodlawn, and Woodley.

NOTES: On August 6, 2001, Pohick Run East and Pohick Run West precincts were renamed Pohick Church and Pohick Run, respectively. The “southwestern portion of Garfield” was named Alban and the “southern portion of Woodlawn” was named Woodlawn. DeLong precinct was combined with Saratoga precinct and abolished.

As recodified and readopted by the Board of Supervisors on March 24, 2003

Section 7-2-9. Mount Vernon District

The Mount Vernon District shall consist of these election precincts: Alban, Belle Haven, Belleview, Belvoir, Bucknell, Fort Hunt, Grosvenor, Gunston, Hollin Hall, Hunt, Huntington, Kirkside, Lorton, Marlan, Newington, Pohick Church, Pohick Run, Saratoga, Sherwood, Stratford, Waynewood, Westgate, Whitman, Woodlawn, and Woodley.

NOTES: On March 24, 2003, the boundary between Hollin Hall and Waynewood precincts was adjusted to conform to the boundary between the Eighth and Eleventh Congressional Districts.

The boundary between the Mount Vernon and Lee Districts and their respective Belvoir and Pioneer precincts was adjusted to conform to the realignment of Newington Road between Backlick Road and the RF&P Railroad tracks. No voters were affected by the adjustment.

Revised and updated descriptions of the precincts were formally adopted to remove antiquated and unnecessary language, to update changes in the names of roads and other features, and to create a uniform format and appearance.

As amended and readopted by the Board of Supervisors on March 8, 2004

Section 7-2-9. Mount Vernon District

The Mount Vernon District shall consist of these election precincts: Alban, Belle Haven, Belleview, Belvoir, Bucknell, Fort Hunt, Grosvenor, Gunston, Hollin Hall, Hunt, Huntington, Kirkside, Lorton, Lorton Center, Lorton Station, Marlan, Newington, Saratoga, Sherwood, Stratford, Waynewood, Westgate, Whitman, Woodlawn, and Woodley.

NOTES: On March 8, 2004, Pohick Church precinct was renamed “Lorton Center” and its polling place was moved to the Lorton Station Recreation Center. The Pohick Run precinct was renamed “Lorton Station” and its polling place was moved to the new Lorton Station Elementary School.

As amended by the Board of Supervisors on June 21, 2004

NOTES: On June 21, 2004, the polling place for the Lorton Center precinct was moved to the Lorton Station Elementary School.

As amended and readopted by the Board of Supervisors on March 27, 2006

Section 7-2-9. Mount Vernon District

The Mount Vernon District shall consist of these election precincts: Alban, Belle Haven, Belleview, Belvoir, Bucknell, Fort Hunt, Grosvenor, Gunston, Hollin Hall, Hunt, Huntington, Kirkside, Laurel Hill, Lorton, Lorton Center, Lorton Station, Marlan, Newington, Saratoga, Sherwood, Stratford, Waynewood, Westgate, Whitman, Woodlawn, and Woodley.

Attachment 3: Descriptions and Maps of Proposed Changes

NOTES: On March 27, 2006, Lorton precinct was divided to form “Laurel Hill” precinct. The polling place for Laurel Hill precinct was established at the South County Secondary School and the polling place for Lorton precinct was moved to the Lorton Library.

Also, on March 27, 2006, the polling place for the Lorton Center precinct was moved to the Grace Bible Church.

As amended by the Board of Supervisors on March 26, 2007

NOTES: On March 26, 2007, the polling place for the Grosvenor precinct was moved to the Huntington Community Center.

As amended by the Board of Supervisors on March 10, 2008

NOTES: On March 10, 2008, the polling place for the Marlan precinct was temporarily moved to the Paul Spring Retirement Community.

The United States Postal Service address for the Lorton Station polling place was updated.

As amended and readopted by the Board of Supervisors on January 12, 2009

Section 7-2-9. Mount Vernon District

The Mount Vernon District shall consist of these election precincts: Alban, Belle Haven, Belleview, Belvoir, Bucknell, Fort Hunt, Grosvenor, Gunston, Hollin Hall, Hunt, Huntington, Kirkside, Laurel Hill, Lorton, Lorton Center, Lorton Station, Marlan, Newington, Saratoga, Sherwood, South County, Stratford, Waynewood, Westgate, Whitman, Woodlawn, and Woodley.

NOTES: On January 12, 2009, Laurel Hill precinct was divided to form South County precinct. The polling place for both precincts is the South County Secondary School.

As amended by the Board of Supervisors on July 27, 2010

NOTES: On July 27, 2010, the polling place for the Marlan precinct was permanently moved to the Paul Spring Retirement Community.

As amended and readopted by the Board of Supervisors on April 26, 2011

Section 7-2-9. Mount Vernon District

The Mount Vernon District shall consist of these election precincts: Alban, Belle Haven, Belleview, Belvoir, Bucknell, Fort Hunt, Grosvenor, Gunston, Hollin Hall, Huntington, Kirkside, Laurel Hill, Lorton, Lorton Center, Lorton Station, Marlan, Newington, Saratoga, Sherwood, South County, Stratford, Waynewood, Westgate, Whitman, Woodlawn, and Woodley.

REDISTRICTING NOTES: On April 26, 2011, the Board adopted their redistricting plan that divided the Woodlawn precinct along Frye Road to create a new precinct named “Pinewood Lake” and moved the Pinewood Lake precinct into Lee District.

As amended and readopted by the Board of Supervisors on July 26, 2011

Section 7-2-9. Mount Vernon District

The Mount Vernon District shall consist of these election precincts: Alban, Belle Haven, Belleview, Belvoir, Bucknell, Fort Hunt, Grosvenor, Gunston, Hollin Hall, Huntington, Kirkside, Laurel Hill, Lorton, Lorton Center, Lorton Station, Marlan, Newington, Riverside, Saratoga, Sherwood, South County, Stratford, Waynewood, Westgate, Woodlawn, and Woodley.

NOTES: On July 26, 2011, the Board renamed Whitman precinct “Riverside” and adjusted the boundaries of Belle Haven, Belleview, Fort Hunt, Grosvenor, Gunston, Hollin Hall, Huntington, Sherwood, Stratford, and Westgate precincts.

As amended by the Board of Supervisors on July 10, 2012

NOTES: On July 10, 2012, the Board moved the polling place for South County precinct to the South County Middle School and renamed the polling place for Laurel Hill precinct from “South County Secondary School” to “South County High School.”

As amended by the Board of Supervisors on July 9, 2013

NOTES: On July 9, 2013, the Board adjusted the boundaries between Alban and Saratoga precincts; moved the polling place for Laurel Hill precinct to the Laurel Hill Elementary School; moved the polling place for South County precinct to the South County High School; and moved the polling place for Woodlawn precinct to the Knights of Columbus #5998.

As amended by the Board of Supervisors on November 18, 2014

NOTES: On November 18, 2014, the Board adjusted the boundaries between Belvoir and Woodlawn precincts.

As amended and readopted by the Board of Supervisors on July 11, 2017

Section 7-2-9. Mount Vernon District

The Mount Vernon District shall consist of these election precincts: Alban, Army, Belle Haven, Belleview, Belvoir, Bucknell, Fort Hunt, Grosvenor, Gunston, Hollin Hall, Huntington, Kirkside, Laurel Hill, Lorton, Lorton Station, Marlan, Newington, Riverside, Saratoga, Sherwood, South County, Stratford, Waynewood, Westgate, Woodlawn, and Woodley.

NOTES: On July 11, 2017, the Board consolidated Lorton Center precinct into the southern portion of Belvoir precinct, and established its polling location at the Newington DVS Facility.

The Board also created a new precinct, “Army”, from the northern portion of Belvoir precinct with its polling location at the Kingstowne Library.

As amended by the Board of Supervisors on December 4, 2018

Section 7-2-9. Mount Vernon District

NOTES: On December 4, 2018, the description of Belvoir precinct was amended and readopted to change the address of the polling place [facility] from 6900 Newington Road to 8201 Cinder Bed Road.

As amended by the Board of Supervisors on April 9, 2019

Section 7-2-9. Mount Vernon District

NOTES: On April 9, 2019, the Board relocated the polling place for Belleview precinct to the Martha Washington Library.

Commonwealth of Virginia
COUNTY OF FAIRFAX
Mount Vernon District

PRECINCT 602: BELLEVIEW

CONGRESSIONAL DISTRICT: EIGHTH
VIRGINIA SENATORIAL DISTRICT: THIRTIETH
HOUSE OF DELEGATES DISTRICT: FORTY-FIFTH

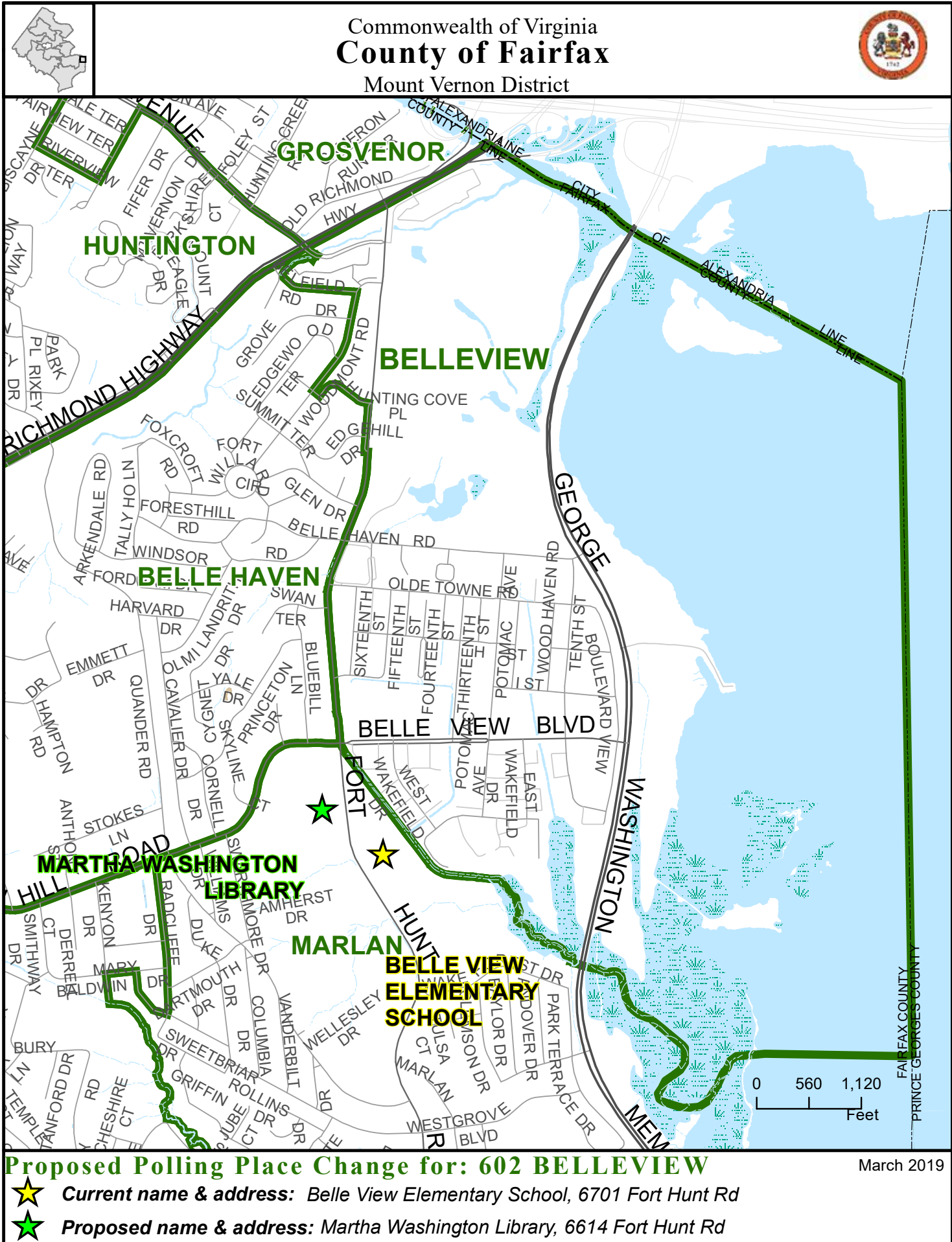
DESCRIPTION:

Beginning at the intersection of Richmond Highway (Route 1) and the south corporate boundary of the City of Alexandria, thence with the corporate boundary of the City of Alexandria in a southeasterly direction to its intersection with the Maryland/Virginia State Line (Potomac River), thence with the Maryland/Virginia State Line in a southerly direction to its intersection with the projection of an unnamed stream (crosses the George Washington Parkway north of Wake Forest Drive), thence with this projection and the unnamed stream, into and through Dykes Marsh, in a northwesterly direction to its intersection with Fort Hunt Road at Belle View Boulevard, thence with Fort Hunt Road in a northerly direction to its intersection with Hunting Cove Place, thence with Hunting Cove Place in a northwesterly, then southwesterly direction to its intersection with Vernon Terrace, thence with Vernon Terrace in a northwesterly direction to its intersection with Woodmont Road, thence with Woodmont Road in a northeasterly direction to its intersection with Belfield Road, thence with Belfield Road and an extension of Belfield Road in a westerly direction to its intersection with an unnamed stream, thence with the unnamed stream in a northeasterly direction to its intersection with Huntington Avenue, thence with Huntington Avenue in a northwesterly direction to its intersection with Richmond Highway, thence with Richmond Highway in a northeasterly direction to its intersection with the south corporate boundary of the City of Alexandria, point of beginning.

POLLING PLACE: ~~Belle View Elementary School~~ Martha Washington Library
~~6701~~ 6614 Fort Hunt Road, Alexandria

MAP GRIDS: 83-2, 83-3, 83-4, 93-1, 93-2

NOTES: Established 1957
Precinct description revised and readopted – March 2003
Precinct boundary adjusted with Belle Haven – July 2011
Polling place relocated – April 2019



**PROPOSED ORDINANCE TO AMEND AND READOPT FAIRFAX COUNTY CODE
SECTION 7-2-13 AND RELOCATE THE POLLING LOCATION FOR THE BELLEVIEW
PRECINCT IN THE MOUNT VERNON DISTRICT.**

Draft of March 19, 2019

AN ORDINANCE to amend and readopt Fairfax County Code Section 7-2-13 and relocate the polling location for the Belleview precinct in the Mount Vernon District.

Be it ordained that the Board of Supervisors of Fairfax County:

1. That Section 7-2-13 of the Fairfax County Code is amended and readopted:

Section 7-2-13. - General provisions.

All references to election precincts shall refer to those precincts, together with the descriptions and maps of the boundaries and polling places for each of those precincts, which were adopted by the Board of Supervisors on March 24, 2003, as amended on March 8, 2004, March 21, 2005, March 27, 2006, March 26, 2007, September 10, 2007, March 10, 2008, January 12, 2009, March 9, 2010, July 27, 2010, April 26, 2011, July 26, 2011, January 10, 2012, July 10, 2012, March 19, 2013, July 9, 2013, November 18, 2014, June 23, 2015, December 8, 2015, July 12, 2016, July 11, 2017, March 20, 2018, ~~and~~ December 4, 2018, and April 9, 2019, and kept on file with the clerk to the Board of Supervisors.

Whenever a road, a stream, or other physical feature describes the boundary of a precinct, the center of such road, stream, or physical feature shall be the dividing line between that precinct and any adjoining precinct.

2. That the election polling place for the following existing precinct is established at:

<u>Supervisor District</u>	<u>Precinct</u>	<u>Polling Place</u>
Mount Vernon District	Belleview (polling place relocated)	From: Belle View Elementary School 6701 Fort Hunt Road Alexandria, VA 22307 To: Martha Washington Library 6614 Fort Hunt Road Alexandria, VA 22307

4. That the Clerk for the Board of Supervisors shall send a certified copy of this ordinance, with maps and boundary descriptions, to the Fairfax County Electoral Board, the State Board of Elections, and the Division of Legislative Services, as required under Va. Code § 24.2-306(C).

Catherine A. Chianese
Clerk to the Board of Supervisors

ACTION - 1

Adjustment to Road Fund Rates, Approval of Guidelines for the Centreville and the Tysons Road Funds, and Updates to Existing Road Fund Guidelines (Dranesville, Springfield, Hunter Mill, Braddock, Sully, and Providence Districts)

ISSUE:

Adjustments to Fairfax Center Area, Centreville Area, Tysons, Tysons-wide, Tysons Grid of Streets, and Reston Road Fund rates are needed to compensate for inflation, as calculated, in accordance with the guidelines, by referring to the Consumer Price Index for all urban consumers (CPI-U), to keep pace with increases in construction costs for which the fund areas were established (Attachment 1). Adoption of written guideline documents is requested to aid implementation of the existing Centreville (Attachment 3) and Tysons Road Funds (Attachment 4). Approval is also requested for updates to the Fairfax Center Area, Tysons-wide, Tysons Grid of Streets, and Reston Road Funds (Attachment 5).

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors approve:

- The attached rate schedule (Attachment 1), including a 1.9 percent adjustment of the existing contribution rates in all fund areas with the new rate effective April 1, 2019.
- Guideline documents, substantially in the form of Attachments 3, 4, and 5, for the existing Centreville (Attachment 3) and Tysons Road Funds (Attachment 4), and updates to the Guidelines for the Fairfax Center Area, Tysons-wide, Tysons Grid of Streets, and Reston Road Funds (Attachment 5).

TIMING:

Board action is requested on March 19, 2019, so that the new rates, new guidelines, and updated guidelines can take effect on April 1, 2019.

BACKGROUND:

One of the principles of the Comprehensive Plan for each of the road fund areas is that development above the baseline level established in the plan may be approved, if developer mitigates the impact of such increased density or intensity by contributing to a fund for the provision of off-site road improvements. All aforementioned road funds function in this manner.

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Rate Adjustment(s):

Attachment 1 reflects the increase in developer contribution rates as calculated with the 1.9 percent inflation since 2018. The 1.9 percent is taken from the CPI-U as required by the Code of Virginia. The rate increase is necessary to keep pace with inflationary construction cost increases. The last rate increase was effective March 1, 2018.

Fund 30040 Projects:

On an annual basis, staff provides the Board the progress of projects funded in part using road fund dollars. Attachment 2 includes these projects. No new projects are recommended at this time.

Road Fund Guidelines:

The guideline documents are used to describe each fund's purpose and to direct the implementation and operation of each fund. Of the six road funds currently administered by the County, only four have corresponding written guideline documents.

The Centreville Area and Tysons Road Funds have historically been implemented based on the policies and procedures set in the guidelines for the Fairfax Center Area Road Fund. The creation of written guideline documents is now being recommended for the Centreville Area and the Tysons Road Fund to help their implementation and administration, and to provide clarity to property owners. The proposed Centreville Area and Tysons Road Fund guidelines are found in Attachments 3 and 4, respectively. These written guidelines are still based on policies and procedures set in the Fairfax Center Area and include some aspects and formatting of the most current guidelines (Tysons-wide, Tysons Grid, and Reston). Note that the Centreville Area Road Fund guidelines will not apply to non-exempt residential rezoning applications, due to current proffer legislation.

In addition to the creation of new guidelines, updates are also proposed to the existing Fairfax Center Area, Tysons-wide, Tysons Grid of Streets, and the Reston Road Fund (Attachment 5) guidelines. These updates are meant to correct typographical errors, to ensure that fund policies comply with current proffer legislation, and to provide clarifications that reflect the actual intent and historical administration of each fund. There are no changes to the timing of contribution payments or the types of expenses that may be creditable. Updates are as follows:

- Inclusion of guideline adoption date and most recent amendment date in titles, if available
- Renaming the Tysons-wide Transportation Fund and Tysons Grid of Streets Transportation Fund to be known as the Tysons-wide Road Fund and the Tysons Grid of Streets Road Fund, to be consistent with other road fund names, and to be consistent with their intended purpose.
- Use of term the Land Use Action(s) to describe rezoning, special exception, and special permit actions.

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- Use of the term Creditable Improvements to describe in-kind, off-site, improvements that qualify for Road Fund credits or refunds.
- Clarification that the contribution amount for each development is determined by the effective rate at the time of the land use action (rezoning, special exception, special permit) approval by the Board. The contribution rate at the time of approval will remain effective for a period of two years. If a site plan or subdivision plan (i.e. preliminary or final plat) is not submitted within two years from the development approval date, the contribution rate in effect at the time of site plan submission or final subdivision plat submission will be used to identify the total contribution required. This follows a road funds policy that was set by the Fairfax Center Area Road Fund in 1982 and that has been applied to all of the other road funds since that time
- Addition of language to reference Virginia legislation in relevant sections such as in paragraphs that describe the collection and timing of road fund contributions. Contribution schedules remain the same.
- Addition of rate histories.
- Addition of maps.

The recommended changes to existing road fund guidelines are shown in context in Attachment 5. The Board was briefed on these changes at the Transportation Committee (BTC) meeting on February 12, 2019, see Attachment 6.

FISCAL IMPACT:

Adoption of the revised rates will increase the funds contributed by developers to Fund 30040, Contributed Roadway Improvements, by approximately 1.9 percent over previously anticipated amounts. However, the primary effects of the increase will be felt in future years. This is because the contribution amount for each development is determined by the effective rate at the time of the land use action (rezoning, special exception, special permit) approval by the Board. The contribution rate at the time of approval will remain effective for a period of two years. If a site plan or subdivision plan (i.e. preliminary or final plat) is not submitted within two years from the development approval date, the contribution rate in effect at the time of site plan submission or final subdivision plat submission will be used to identify the total contribution required.

ENCLOSED DOCUMENTS:

Attachment 1: Calculation of Revised Contribution Rate for 2019

Attachment 2: Fund 30040 Projects Previously Approved by the Board

Attachment 3: Proposed Centreville Road Fund Guidelines

Attachment 4: Proposed Tysons Road Fund Guidelines

Attachment 5: Proposed Updates to Existing Guidelines

Attachment 6: Board Transportation Committee Presentation, February 12, 2019

Board Agenda Item
March 19, 2019

STAFF:

Rachel Flynn, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Todd Wigglesworth, Chief, Coordination and Funding Division, FCDOT
Ray Johnson, Section Chief, Funding, CFD, FCDOT
Janet Nguyen, Transportation Planner, FCDOT
Jeffrey C. Hermann, Section Chief, Site Analysis Section, FCDOT

ASSIGNED COUNSEL:

Laura Gori, Senior Assistant County Attorney, Office of the County Attorney

CALCULATION OF REVISED CONTRIBUTION RATE – 2019

Inflation rate for 2018 based on the Consumer Price Index published by the US Department of Labor, Bureau of Labor Statistics

Proposed 2019 Contribution Rate

Road Fund Area	Type	Current Rate	Inflationary Increase	Proposed Rate
Fairfax Center	non-residential	\$6.21	x 1.019	\$6.33
	residential	\$1,376	x 1.019	\$1,402
Centreville	non-residential	\$6.67	x 1.019	\$6.80
	residential	\$2,637	x 1.019	\$2,687
Tysons	non-residential	\$4.57	x 1.019	\$4.66
	residential	\$1,014	x 1.019	\$1,033
Tysons-wide	non-residential	\$6.17	x 1.019	\$6.29
	residential	\$1,093	x 1.019	\$1,114
Tysons-Grid of Streets	non-residential	\$7.04	x 1.019	\$7.17
	residential	\$1,093	x 1.019	\$1,114
Reston	non-residential	\$9.80	x 1.019	\$9.99
	residential	\$2,142	x 1.019	\$2,183

FUND 30040 Projects Approved by the Board

PROJECTS	PROJECT DESCRIPTION	PRELIMINARY COST ESTIMATES*	STATUS
TYSONS ROAD FUND			
Tysons East Modified Intersection Treatment (Superstreets) Simulation	Conduct a simulation for a portion of Route 123 in the Tysons East area for 2013 and 2020 conditions to demonstrate the feasibility of a potential superstreet concept. The superstreet concept modifies left turn movements to facilitate regional through movement. The analysis will assist in the preliminary design of the superstreet section currently being developed.	\$150,000**	This simulation has been completed. Further work on this project is being implemented as part of the Route 123 Modified Intersection Treatment.
Route 7/Route 123 Street Simulation and Operational Analysis	Develop plan for widening Route 7 and potential improvements to the Route 7 /Route 123 Interchange. This work will include Operational Analysis of the road and interchange, conceptual engineering design of Route 7 corridor, and schematic design of recommended improvements to the Route 7/Route 123. Plans will assess the potential alignments property impacts and construction cost.	\$600,000**	Study completed. The project is moving towards alternative selection and 15% design.
Route 123 / Route 7 Interchange	This project consists of reconstructing the interchange of Route 123 & Route 7 to improve operation and safety for all travel modes. Funding will be used to analyze design concepts with input from stakeholders, finalize a preferred concept and begin design work.	\$5,000,000** (\$52,000,000)	Coordination with OCR and DPZ has begun to select an alternative and begin 15% design. Next Stakeholder Meeting: Summer 2019

*Project cost estimates were prepared without survey and right-of-way needs information and could change significantly.

**Funding amount represents Board Authorized Funding from Fund 30040, project total estimate through construction is listed in parenthesis ().

Route 123 Operational Analyses and Conceptual Engineering Design Outside/Inside the Beltway	This project involves an examination of the existing and 2040 long term future roadway and traffic conditions for the segments of Route 123 for both the outside the Beltway (segment between International Drive and I-495) and Inside the Beltway (segment between I-495 and Anderson Road). For this purpose, alternative roadway geometric and corridor improvements will be assessed and developed which include, but not be limited to, the analysis of a Restricted Crossing U-Turn (superstreet) design concept. Funding will be used for the analysis, design of the Route 123 segments and to support the preliminary engineering related efforts. Funding will also be used to assess how the segments outside and inside the Beltway are to be implemented (i.e. consecutively, or in parallel).	\$3,000,000** (\$34,000,000)	<p>Consultant was selected and the project was initiated in Spring 2017. Existing condition analyses completed with 2040 long term conditions currently being analyzed. Preferred concepts will be developed, supplemented with a detailed traffic analysis for Route 123 segments along both the outside the Beltway and inside the Beltway.</p> <p>For the Inside the Beltway segment, Preliminary design plans (30% level) were previously developed and a detailed traffic analysis for 2020 mid-term condition has been completed. The developed concept will further be assessed, refined and supplemented based on the detailed traffic analysis for the 2040 long term conditions. Results/recommendations are expected end of June 2019.</p>
State Street Study	Develop and evaluate concepts for a new roadway named State Street, which will connect the future Boone Boulevard and Greensboro Drive in Tysons. Study will assess the potential alignments, property impacts, costs and feasibility	\$39,000**	Study completed. Options for project implementation being discussed.
Cleveland Ramp Alternatives Analysis	Develop and assess design concepts for a new ramp connecting the Dulles Airport Access Road to the new Tysons East grid of streets	\$145,000**	Alternative Analysis is complete. This analysis identified two preferred alternatives, a Braided Ramp Concept and an Auxiliary Lane concept, to be carried forward in an Interchange Modification Report (IMR).

*Project cost estimates were prepared without survey and right-of-way needs information and could change significantly.

**Funding amount represents Board Authorized Funding from Fund 30040, project total estimate through construction is listed in parenthesis ().

Cleveland Ramps	This project consists of modifying the existing interchange of the Dulles Connector with Dolley Madison Boulevard (Route 123) to facilitate a direct connection from the eastbound Dulles Connector Ramp to Scotts Crossing Road. This connection will provide an alternate route to the already congested Route 123. To facilitate this connection changes will need to be made to the eastbound-off ramps and eastbound on-ramps of the Dulles Connector. These changes include adding new signals, possible reconstruction of the eastbound Dulles Connector bridge over Route 123, and the addition of lanes to Route 123 and the eastbound Dulles connector to facilitate merging traffic.	\$2,000,000** (\$80,000,000)	The Alternatives Analysis is now complete. This analysis identified two preferred alternatives, a Braided Ramp Concept and an Auxiliary Lane concept, to be carried forward in an Interchange Modification Report (IMR) at an appropriate time.
Jones Branch Connector	The Jones Branch Connector will provide an alternative route between Tysons East (Route 123) and West (Jones Branch Drive), bypassing the I-495/Route 123 Interchange. This project will also provide improved access to the I-495 Express Lanes from the east side of Tysons.	\$7,200,000** (\$60,000,000)	Notice to Proceed for construction was issued on January 27, 2017. Construction is approximately 80% complete and on schedule. One lane in each direction has been opened to traffic on 12/15/18. Project is scheduled for final completion in the Fall 2019.
Route 7 Alternatives Analysis	The Route 7 Alternatives Analysis will be conducted to study the multimodal cross-section of Route 7 from I-495 to Route 123 and to provide detail on how to implement the planned widening of Route 7. The study will also provide details on how Bus Rapid Transit on Route 7 will operate in Tysons, including station locations and type of bus lanes.	\$950,000**	Scoping is complete. Work Plan is underway. Model calibration for transportation analysis is in process. Next steps are to refine route alignment, stop locations, headways, and runtimes.
TYSONS-WIDE ROAD FUND			
Jones Branch Connector	See description above.	\$1,243,000** (\$60,000,000)	See status above.

*Project cost estimates were prepared without survey and right-of-way needs information and could change significantly.

**Funding amount represents Board Authorized Funding from Fund 30040, project total estimate through construction is listed in parenthesis ().

TYSONS GRID ROAD FUND			
Lincoln Street	Lincoln Street is a proposed street on the Tysons Grid of Streets map that connects Route 123 to Magarity Road. It intersects with the existing Old Meadow Road as well as three other future local streets. Lincoln Street serves an important role, moving traffic from the existing and approved developments along Old Meadow Road (such as The Regency, The Encore, The Highland District, etc.) to Magarity Road.	\$1,200,000**	Funding approved for feasibility study by the Board of Supervisors on October 18, 2016. The Lincoln Street Feasibility Study is ongoing. The study performs operational analysis and conceptual engineering design for the proposed connection between Old Meadow Road and Magarity Road. The study is anticipated to complete in Spring 2019.
Center Street	Easement acquisition activities associated with future construction of a grid street identified as Center Street within the Tysons Urban Center.	\$22,000**	An appraisal report is being prepared by the US Army Corps of Engineers for the segment located on US Government owned property. The report is anticipated to be complete Summer 2019.
FAIRFAX CENTER AREA ROAD FUND			
Route 50/Waples Mill Road Interchange	Design of entire interchange including at-grade and flyover components; construction to be phased depending on funding availability.	\$5,800,000** (at-grade)	Complete. Construction of at-grade improvements completed in December 2006. VDOT funded additional intersection improvements with I-66 concession funds.
Tall Timbers Drive	Construct an east-west roadway, connecting Fields Brigade Drive and North Lake Drive.	\$1,800,000**	Completed in February 2007.
CENTREVILLE AREA ROAD FUND			
Old Centreville Road at Route 28	Construct improvements to Old Centreville Road approach to Route 28.	\$200,000**	Complete.
Stone Road	Construct center raised median with left turn lanes between Granville Lane and Sully Park Drive.	\$1,000,000**	Completed in July 2008.
Clifton Road	Widen to 4-lanes between Braddock Road and Lee Highway (Route 29).	\$4,300,000**	Completed in 2006.
Centreville Fire Station Emergency Signal	Preemptive Emergency Signal for Centreville Fire Station Access to Old Centreville Road	\$30,000**	Complete.

*Project cost estimates were prepared without survey and right-of-way needs information and could change significantly.

**Funding amount represents Board Authorized Funding from Fund 30040, project total estimate through construction is listed in parenthesis ().

GUIDELINES FOR THE CENTREVILLE AREA ROAD FUND, Adopted [Approval Date Pending]

ANNUAL REVIEW PROCESS FOR THE FAIRFAX CENTER AREA

The following guidelines ~~serve to direct staff in the implementation of the~~ shall be used to establish, implement, and operate the Fairfax Center-Centreville Area Road Fund Plan. ~~These procedures were adopted by the Board of Supervisors on November 22, 1982, and revised periodically since their adoption. Guidelines for the monitoring of development in the Area as well as a procedure for reviewing the roadway contribution formula are included herein. Nothing in these guidelines is to be construed as a suggestion, request, or requirement for any proffer that may be deemed unreasonable under Va. Code § 15.2-2303.4, as amended.~~

The fund is intended to collect monies in conjunction with an application for residential development that is within the Centreville Area and exempt from or otherwise not subject to the provisions of Va. Code § 15.2-2303.4 (“exempt residential development”) and to collect monies in conjunction with non-residential development of property within the Centreville Area. The boundaries of the Centreville Area are defined in the Fairfax County Comprehensive Plan, 2017 Edition, Area III - Centreville Area and Suburban Center, as amended (and as shown in the attached map).

The collection of money for the fund may occur, when permitted by law, as part of any rezoning, proffered condition amendment, Special Exception, or Special Permit applications (collectively “Land Use Actions”) in theseis areas that proposes a change in use, a change in zoning district, or an increase in intensity (amount of building square footage), and in limited circumstances, and increase in density (number of dwelling units/acre).

The fund will be used to construct roadway improvements that cannot otherwise be built through private development in the Centreville Area. These improvements are considered off-site improvements. Projects constructed under the Fund are expected to result in improvements that will enhance overall transportation capacity and functionality within the Centreville Area. The road improvements constructed using Centreville Area Road Fund monies will accommodate pedestrian and bicycle facilities in their design. The improvements will also accommodate transit use and facilities.

The Transportation Section of the Centreville Area and Suburban Center Plan includes roadway improvements within the planning boundary where these funds can be applied to improvement projects. These improvements, described within the Comprehensive Plan, are needed to provide convenient connections within the Centreville Area, distribute multi-modal traffic efficiently, and enhance the quality of the network for all modes of transportation. The Comprehensive Plan for the Centreville Area and Suburban Center recommends that the private sector be responsible for construction of roadway improvements that are within and immediately adjacent to properties to be redeveloped and also provide contributions to the Centreville Area Road Fund.

These guidelines were adopted by the Board of Supervisors on [pending approval].

A. MAINTENANCE / REVIEW OF LAND USE DATA

~~It is the intent of the Board of Supervisors that the target or goal for development intensity of the Fairfax Center Area be Level B, as recommended by the Planning Commission. The annual review process will be utilized to assure the achievement of this goal. In addition the Department of Planning and Zoning and the Department of Systems Management for Human Services will collect and maintain the following information with respect to land use development in the Fairfax Center Area:~~

- ~~o the development status of parcels, land development units and unit groups (including acreage, existing zoning, existing land use, planned land use, number and type of dwelling units, and amount and type of non-residential floor area); and~~
- ~~o the identification of activity in the development pipeline for each parcel, land development unit and unit group (including the following stages of development: rezonings pending, rezonings granted, site plans submitted, site plans approved, building permits issued, and projects under construction).~~

~~Staff will prepare an annual summary document of this information for presentation to the Board of Supervisors.~~

B. ROADWAY CONTRIBUTION FORMULA REVIEW PROCESS

The cash contribution rate for the Centreville Area Road Fund provided by the private sector has been established by the Board of Supervisors and will be reviewed and adjusted annually by the annual rate of inflation, as calculated by referring to the Consumer Price Index for all urban consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, or Bureau of Labor Statistics. The adjusted rate is submitted to the Board of Supervisors for approval.

Changes to these guidelines, as appropriate, may be submitted with the annual adjustment.

~~The proportional share of the transportation improvements provided by the private sector will be established by the Board of Supervisors and reviewed periodically through an established public process such as the Annual Plan Review.~~

~~The paragraphs that follow specify the review process to be undertaken by the Board and County staff. Clarification on the Contribution Formula, Roadway Improvements Prioritization, and the Road Fund Account are also provided.~~

~~An appraisal of funding and implementation of roadway improvements in the Fairfax Center Area will be made annually and presented to the Board. The appraisal will include but not be limited to the following items:~~

- ~~o identification of total funds contributed by the private sector and the funds contributed over the previous year(s);~~
- ~~o review of trends in roadway construction costs reflecting inflation (or deflation) rates;~~
- ~~o listing of right-of-way dedications, roadway construction, and other commitments/contributions provided in previous year(s);~~
- ~~o examination of the development pipeline toward re-assessment of programming of roadway projects; and~~
- ~~o discussion regarding the ability of current funding mechanisms to satisfactorily provide for necessary roadway improvements.~~

~~This annual appraisal will not be conducted as a full-scale traffic analysis and roadway needs study. Rather, it will evaluate the suitability of roadway project implementation with respect to specific site developments and the overall Fairfax Center Area development. In addition to these items, staff will make recommendations with respect to the prioritization of roadway projects. An examination of the funding formula will also be presented for reconsideration by the Board.~~

C. CONTRIBUTION FORMULA

The Contribution Formula is designed to represent the participation of the private sector in the funding and implementation of 'off-site' roadway projects and provision of land and facilities for 'transit-related' purposes. 'Off-site' roadway projects are defined for the purposes of this document as ~~construction of roadway improvements that cannot otherwise be built through private development in the Centreville Area and include projects such as the following:~~

- ~~o these-Those~~ projects which include major improvements to non-interstate primary facilities such as Routes 29 and ~~5028.~~
- ~~o improvements-Improvements~~ to secondary roadways functioning as arterial roadways, including ~~Fairfax County Parkway, Waples Mill Road, Shirley Gate Road, West Ox Road, Stringfellow Road, and Clifton Road;~~ Braddock Road, New Braddock Road, and Stone Road.

- o ~~bridges~~ Bridges and interchanges on interstate and primary roadways~~;~~.
- o ~~traffic~~ Traffic signals ~~which that~~ are not otherwise required within the boundaries of or adjacent to sites subject to development~~;~~ and.
- o ~~Those portions of roads internal to the Fairfax-Centreville Area which are not within the boundaries of or adjacent to sites subject to development.~~ or.
- o Dedication of land or right-of-way from the applicable site for road projects specifically that are not for site access ~~or~~ and otherwise are not required to directly address the impact of site-generated traffic.

These 'off-site' roadway improvements are identified in the next section titled "Prioritization of Roadway Improvements."

This formula does not relate to the dedication of right-of-way for, or the construction of, local and collector roads traversing the ~~Fairfax-Centreville~~ Area where such roads lie within or adjacent to sites being developed. In addition, this formula does not apply to those improvements necessary for site access (i.e., turn lanes, traffic signals or service drives)¹. It is expected that these improvements will be provided solely by the owner/developer of the site. These improvements are referred to as 'on-site' projects.

'Transit-related purposes' are defined as the following:

- o ~~o~~ f Rail stations and facilities peripheral to their function.
- o ~~o~~ p Park-n-ride lots.
- o ~~o~~ b Bus transit transfer stations and facilities peripheral to their function.

The formula does not apply to facilities or activities designed to address site-specific needs to reduce the number of single-occupant vehicle (SOV) trips, such as construction of bus shelters and implementation of TDM programs.

As a ~~The~~ minimum, ~~the recommended~~ contribution formula approved by the Board of Supervisors at the initial adoption of these guidelines will be as follows²:

- o ~~f~~ For any application requesting a level of development above the baseline, the contribution will be ~~\$2.50-6.80~~ per gross square foot (GSF) of building structure of the total proposed non-residential space and ~~\$577-2,687~~ per dwelling unit of the total proposed exempt residential ~~uses~~ development~~;~~.
- o ~~u~~ Up to one-third of the total recommended contribution ~~required~~ can be credited by the dedication of right-of-way for 'off-site' roadway projects or 'transit-related' projects, provided if no density credits have been granted for the same right-of-way~~;~~.

¹ Turning lanes and traffic signals provided on major arterials ~~(e.g., Route 29)~~ non-interstate primary facilities are considered to be 'off-site' improvements.

² Contribution amounts to the fund have subsequently been modified. A ~~twenty-year~~ track of previous revisions since 2013 is provided at the end of the document.

- ~~the~~ The total recommended contribution ~~requirement~~ can be provided in part or in total by the construction of major portions of 'off-site' roadway projects or 'transit-related' projects.

For the purpose of interpreting these guidelines, development 'above the baseline' shall be construed to mean any uses that generate peak-hour traffic volumes higher than those generated by baseline development levels, regardless of the type of ~~land use modification (rezoning, Special Exception, or other)~~ Land Use Action.

The contribution formula does not apply to GSF of public facilities.

The need for a contribution for each application will be identified prior to development approval. ~~Upon approval,~~ ~~the~~ The contribution rate at the time of development approval will remain effective for a period of 2 years. If a site plan or subdivision plan (i.e. preliminary or final plat) is not submitted within 2 years from the development approval date, the contribution rate ~~which is~~ in effect at the time of site plan submission or final subdivision plat submission will be utilized-used to identify the total recommended contribution ~~required~~. The total contribution will then be adjusted to reflect the deduction of any applicable credit and/or 'in-kind' contribution (collectively "Creditable Improvements"). 'In-kind' contributions are defined as those commitments made by the private sector towards the provision, in part or in total, of the construction of 'off-site' roadways, or 'transit-related' purposes as defined previously.

Credit for land dedicated for the described purposes will be based upon the property's existing County assessment ~~which is~~ in effect at the time of site plan submission or final subdivision plan submission. ~~The value of the land to be dedicated can be credited to no more than one-third of the total required contribution, provided density credits have not been granted for this same dedicated land area. That is,~~ ~~the~~ The applicant will have the opportunity to receive credit, based upon right-of-way dedication, for either density of development or partial satisfaction of the total ~~required-recommended~~ contribution. ~~The applicant,~~ ~~p~~ Prior to development approval, the applicant should indicate his-its intent with regard to the credit opportunities for land dedicated in accordance with these guidelines. Dedication of land for site access improvements will not be eligible for consideration as with respect to the total required contribution Creditable Improvements.

If an applicant elects to construct or provide sufficient funds to construct a portion or portions of 'off-site' roadway projects and/or 'transit-related' projects, a cost estimate will be provided by the applicant and reviewed by the Department of Land Development Services (LDS) ~~Department of Public Works and Environmental Services~~ — consistent with bonding practice prior to plan or subdivision plat approval. These costs, once verified and accepted by ~~the Department of Public Works and Environmental Services~~ LDS, will be applied against the applicant's total contribution with any applicable land credits as illustrated in Appendix A of these Guidelines. The roadway construction projects will be completed before the respective 'off-site' roadway or 'transit-related' project construction bonds are released.

~~Prior to or upon site plan or subdivision plat approval, the applicant will contribute 10 percent of the total required contribution minus any applicable credits as discussed previously. The remaining 90% will be required before building permits are issued. For non-residential development, the applicant will be asked to contribute 10 percent of the total recommended financial contribution, less applicable any eCreditable Improvements, to be paid before or at the time of site plan approval. No payment must be made, however, until after the applicant pays any fees for the issuance of a building permit for construction on property that is the subject of a rezoning, unless the applicant has proffered to make an earlier payment. The applicant will be asked to contribute the remaining 90 percent of the total financial contribution less applicable credits, to be paid before issuance of occupancy permits, subject to applicable provisions in the Virginia Code. This contribution approach is intended to facilitate the construction of Centreville Area transportation improvements.~~

~~For exempt residential development, when applicable, the applicant will be asked to contribute 100 percent of the total recommended financial contribution, less applicable eCreditable Improvements, to be paid before issuance of Residential Use Permits, subject to the provisions in Virginia Code §15.2-2303.1:1 as it relates to cash proffers that are made on a per-dwelling-unit or per-home basis.~~

~~—If the value of the sum of the cost estimate for the ‘in-kind’ roadway and ‘transit-related’ projects and the value of the dedicated land (up to one-third of the total required contribution) Creditable Improvements is less than the total recommended required contribution, the applicant will supply pay 10 percent of this difference prior to or upon issuance of any at the time of site plan or subdivision plat building permit approval. No payments must be made, however, until after the applicant pays any fees for the issuance of a building permit for construction on property that is subject of a rezoning, unless the applicant has proffered to make an earlier payment. In the event that the value of the combined value of the dedicated land for the ‘off-site’ roadways or ‘transit-related’ projects (up to one-third of the total contribution) and the cost estimate for the construction of same Creditable Improvements meets or exceeds the projected contribution, then it shall be determined that the applicant’s commitment to the Fairfax Center Area Centreville Area Road Fund has been met.~~

~~As the Fairfax Center Area develops, a schedule for roadway improvements will be established. However, dDedicated rRights-of-way dedications or monetary contributions will not be conditioned on a specific roadway project or the completion of a project by a specified date.~~

D. PRIORITIZATION OF ROADWAY IMPROVEMENTS

~~The timing of the roadway improvements is crucial to the manner in which the Fairfax Center Area develops. The following improvements are considered as high priority and should be scheduled for implementation as closely as possible to the order in which they are listed. Physical, fiscal, and developmental constraints may shift the priorities of the projects as identified through the annual analysis of road improvement needs. The improvement priorities were adopted by the Board of Supervisors on January 9, 2001. (Note: strikeout indicates completed project.)~~

~~o — Advanced right-of-way acquisition for:~~

- ~~_____ Monument Drive west of Fields Brigade Road~~
- ~~_____ Stringfellow Road relocation~~
- o ~~At-grade improvements/construction:~~
 - ~~_____ West Ox Road / Route 29 at-grade improvements~~
 - ~~_____ Completion of Monument Drive west of Fields Brigade Road~~
 - ~~_____ Stringfellow Road widening between Fair Lakes Parkway to Route 29~~
 - ~~_____ Widen Route 50 to 6 lanes east of Stringfellow Road~~
 - ~~_____ Waples Mill Road / Route 50 at-grade improvements~~
 - ~~_____ Widening of Waples Mill Road to six lanes between Route 50 and Route 29~~
 - ~~_____ Widening of Rugby Road to four lanes between Fairfax County Parkway and Route 50~~
 - ~~_____ Widening of Route 50 to 8 lanes between Waples Mill Road and I-66~~
 - ~~_____ Construction of local and collector roads internal to the Fairfax Center Area which are not within the boundaries of or adjacent to sites under development~~
- o ~~Interchanges:~~
 - ~~_____ Fairfax County Parkway / Route 29 / West Ox Road~~
 - ~~_____ Fairfax County Parkway / Route 50~~
 - ~~_____ Waples Mill Road / Route 50~~
 - ~~_____ Fairfax County Parkway / Fair Lakes Parkway / Monument Drive with widening of the Parkway to 6 lanes between I-66 and Route 50~~
- o ~~Route 29 reconstruction:~~
 - ~~_____ East of West Ox Road, including interchanges at Shirley Gate Road and Monument Drive~~
 - ~~_____ West of West Ox Road, including an interchange at Clifton Road/Stringfellow Road~~
- o ~~Fairfax County Parkway widening:~~
 - ~~_____ Construction of 4 lanes between Route 29 and Braddock Road~~
 - ~~_____ Widening to 6 lanes between I-66 and Route 50 in conjunction with the construction of an interchange at Fair Lakes Parkway / Monument Drive~~
 - ~~_____ Construction of 6 through lanes between I-66 and Route 29~~

~~This priority listing will change due to development and financial considerations. It is important that development not occur without the availability of sufficient roadway access and capacity. This is especially important in the development of those parcels that would utilize the sub-connectors traversing or adjoining their property.~~

~~Roadway construction and/or right-of-way dedication by either the private or public sector will not necessarily follow the aforementioned priority listing. However, construction of development projects by the private sector may be predicated upon the completion of adjacent roadways in order that the roadway system can satisfactorily accommodate the change in travel patterns resulting from additional development.~~

E. CENTREVILLE AREA -ROAD FUND ACCOUNT

A road fund account will be established and maintained by the County. Monies received prior to or upon site plan approval, subdivision plat approval, or building permit issuance,for the

Centreville Area Road Fund will be placed in the account. Interest on monies in the account will accrue to the account at the prevailing interest rate earned by the County less one-half of one percent for administration.

The monies in this account will be ~~utilized~~used to help fund and implement roadway projects in the ~~Fairfax Center~~Centreville Area. ~~as closely as possible to the order in the aforementioned priority list. The widening of I-66 and the construction of sub-connector roads (unless included in the listing of priorities) will not be funded from this account.~~

Any monies from previous proffers and specified for off-site roadway improvements will go into the road fund account unless otherwise designated in the proffers.

APPENDIX A

A GUIDE TO CALCULATING CONTRIBUTIONS TO THE ~~FAIRFAX CENTER~~CENTREVILLE AREA ROAD FUND IN ACCORDANCE WITH THE ~~PROCEDURAL~~ GUIDELINES ADOPTED BY THE FAIRFAX COUNTY BOARD OF SUPERVISORS ON ~~[TBD]NOVEMBER 22, 1982 AS REVISED~~ ~~EFFECTIVE MARCH 18, 2002.~~

STEP 1: Total ~~Recommended~~ ~~required~~ Contribution:

gsf (or # dwelling units) multiplied by the appropriate rate =
total ~~required~~~~recommended~~ contribution amount.

STEP 2: Anticipated Land Credits (if applicable):

sq. feet of land dedicated for ~~'off-site'~~ and/or ~~'transit-related'~~ projects multiplied by the per foot assessed value of the land at time of site plan submission or final subdivision plan submission.*

STEP 3: Anticipated ~~"In-Kind"~~ ~~contributions~~Contributions:

Cost to construct a portion or portions of ~~'off-site'~~ roadway and/or ~~'transit-related'~~ projects consistent with bonding practices and verified and accepted by DPWES prior to plan or subdivision plat approval.

STEP 4: Total ~~Required-Recommended~~ Contribution ~~Minus-less~~ Applicable CreditsCreditable Improvements

Dollar value in Step 1 minus the sum of Creditable Improvements (Steps 2 + 3) will result in the net contribution due the ~~FCAR-Centreville Area Road F~~fund. (Note: if the sum of Steps 2 + 3Creditable Improvements ~~is-exceed~~greater than the value of Step 1, then the commitment to the fund is met with dedication of right-of way and ~~'in-kind'~~ construction.)

*NOTE: _____This value cannot exceed one-third of the total ~~required~~ contribution calculated in Step-Step 1 and cannot include land for which provided no density credits have been granted ~~for this land~~.

APPENDIX B

A GUIDE TO APPLY FOR A REFUND/CREDIT FOR CREDITABLE IMPROVEMENTS

It is recommended that developers adhere to the following guidance to seek a credit or refund of road fund contributions for expenditures relating to Creditable Improvements. Upon completion of Creditable Improvement projects approved by FCDOT and LDS, the developer may submit documentation for reimbursement of project expenditures. The package should be assembled according to the guidelines directly below and submitted to FCDOT.

The package should include the following:

- Cover Letter - This letter should be from the original applicant or legal entity acting on their behalf addressed to the FCDOT director. The letter should outline the nature of the request for refund and the work that has been completed.
- Site Plan - This should be the site plan used in the construction of this project. Other plans such as signal, signage and striping plans may be requested as the application is reviewed.
- Invoices - All invoices that are directly related to the construction of the approved 'off-site' construction project should be submitted. If construction is done simultaneously with other parts of the development, then the applicant must provide a separate accounting of the portion that applies to the 'off-site' project. FCDOT staff will review the invoices for relevance to the project.
- A copy of the approved Land Use Action case with approved Creditable Improvement project cost estimates and exhibits depicting the Creditable Improvement(s).
- Any documents recording the release of bond or acceptance of the project into the public right of way.

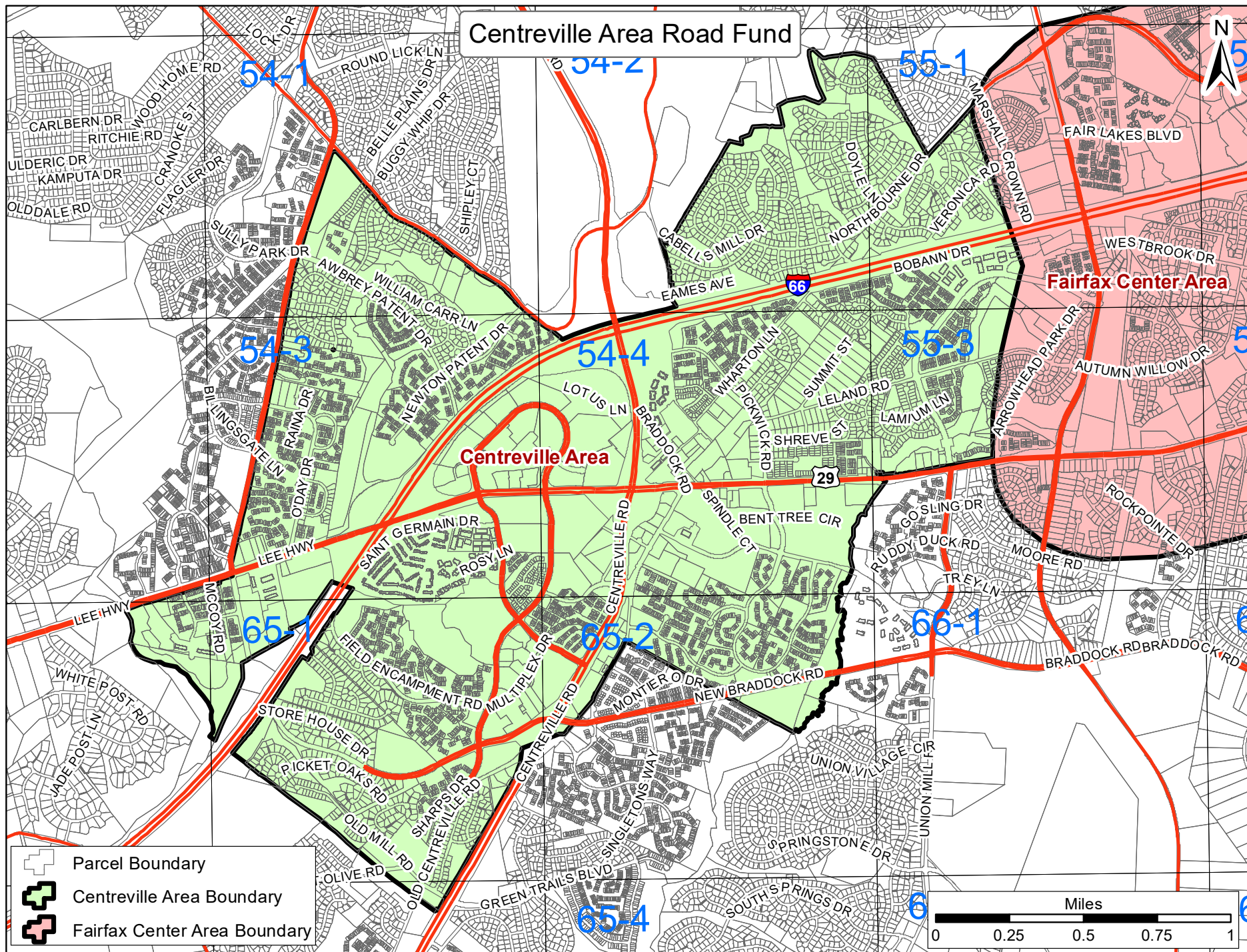
After submission, FCDOT staff will review the credit or refund request. When the review is completed, and approved by the department director or his designee, the applicant will receive notification in writing. The applicant shallwill be notified of the appropriate credit or receive the refund shortly after approval.

APPENDIX C

CENTREVILLE ROAD FUND RATE ADJUSTMENT HISTORY*

<u>Effective Date</u>	<u>Percent Increase</u>	<u>Non-Residential Rate per Square Foot</u>	<u>Exempt Residential Rate per Dwelling Unit</u>
<u>January 1, 2013</u>	<u>2.88%</u>	<u>\$6.10</u>	<u>\$2,414</u>
<u>February 1, 2014</u>	<u>1.98%</u>	<u>\$6.22</u>	<u>\$2,462</u>
<u>February 1, 2015</u>	<u>2.18%</u>	<u>\$6.36</u>	<u>\$2,516</u>
<u>February 3, 2016</u>	<u>0.25%</u>	<u>\$6.38</u>	<u>\$2,522</u>
<u>March 1, 2017</u>	<u>2.04%</u>	<u>\$6.51</u>	<u>\$2,573</u>
<u>March 1, 2018</u>	<u>2.50%</u>	<u>\$6.67</u>	<u>\$2,637</u>
<u>April 1, 2019</u>	<u>1.90%</u>	<u>\$6.80</u>	<u>\$2,687</u>

*For rates effective before January 1, 2013, please contact the Department of Transportation.



GUIDELINES FOR THE TYSONS ROAD FUND, Adopted [Approval Date Pending]

ANNUAL REVIEW PROCESS FOR THE FAIRFAX CENTER AREA

The following guidelines serve to direct staff in the implementation of the will be used to establish, implement, and operate the Fairfax Center Area Plan Tysons Road Fund. These procedures were adopted by the Board of Supervisors on November 22, 1982, and revised periodically since their adoption. Guidelines for the monitoring of development in the Area as well as a procedure for reviewing the roadway contribution formula are included herein. Nothing in these guidelines is to be construed as a suggestion, request, or requirement for any proffer that may be deemed unreasonable under Va. Code § 15.2-2303.4, as amended.

The fund is intended to collect monies in conjunction with residential and non-residential development of property within the Tysons Corner Urban Center Area. The boundaries of the Tysons Corner Urban Center are defined in the Fairfax County Comprehensive Plan, 2017 Edition, Area II - Tysons Corner Urban Center, as amended.

The collection of money for the fund may occur, when permitted by law, as part of any zoning application approved prior to the creation of the Planned Tysons Corner Urban District (PTC) on June 22, 2010, or any proffered condition amendment, Special Exception, or Special Permit application (collectively "Land Use Actions") involving non-PTC zoned property that proposes an increase in density (number of dwelling units) and/or intensity (amount of building square footage).

The fund will be used to construct or implement road improvements, as described below, in the Tysons Corner Urban Center that cannot otherwise be built through private development in Tysons. These improvements are considered off-site improvements. Projects constructed under the Fund are expected to be street links that will enhance transportation service within Tysons.

Road Improvement projects constructed using Tysons Road Fund monies will include pedestrian, bicycle, and on-street parking facilities in their design as recommended in the Tysons Comprehensive Plan (TCP).

Illustrations of the expected cross-sections for road improvements and grid streets are available in the following documents:

- The Fairfax County Comprehensive Plan;
- The Memorandum of Agreement between the Board of Supervisors of Fairfax County, Virginia and the Commonwealth of Virginia, Department of Transportation for Design Standards and Related Responsibilities for Maintenance of Streets in the Tysons Corner Urban Center, executed September 13, 2011, as amended;
- The Tysons Urban Design Guidelines endorsed by the Board of Supervisors on January 24, 2012, as amended.

These guidelines were originally adopted by the Board of Supervisors on [pending approval].

A. MAINTENANCE / REVIEW OF LAND USE DATA

~~It is the intent of the Board of Supervisors that the target or goal for development intensity of the Fairfax Center Area be Level B, as recommended by the Planning Commission. The annual review process will be utilized to assure the achievement of this goal. In addition the Department of Planning and Zoning and the Department of Systems Management for Human Services will collect and maintain the following information with respect to land use development in the Fairfax Center Area:~~

- ~~o the development status of parcels, land development units and unit groups (including acreage, existing zoning, existing land use, planned land use, number and type of dwelling units, and amount and type of non-residential floor area); and~~
- ~~o the identification of activity in the development pipeline for each parcel, land development unit and unit group (including the following stages of development: rezonings pending, rezonings granted, site plans submitted, site plans approved, building permits issued, and projects under construction).~~

~~Staff will prepare an annual summary document of this information for presentation to the Board of Supervisors.~~

B. ROADWAY CONTRIBUTION FORMULA REVIEW PROCESS

~~The cash contribution rate for the Tysons Road Fund is reviewed and adjusted annually by the annual rate of inflation, as calculated by referring to the Consumer Price Index for all urban consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, or Bureau of Labor Statistics. The adjusted rate is submitted to the Board of Supervisors for approval.~~

~~Changes to these guidelines, as appropriate, may be submitted with the annual adjustment.~~

~~The following excerpt from the Comprehensive Plan identifies the intention of the Board of Supervisors to review the method by which the private sector contributes to funding of roadway improvements in the Fairfax Center Area:~~

~~The proportional share of the transportation improvements provided by the private sector will be established by the Board of Supervisors and reviewed periodically through an established public process such as the Annual Plan Review.~~

~~The paragraphs that follow specify the review process to be undertaken by the Board and County staff. Clarification on the Contribution Formula, Roadway Improvements Prioritization, and the Road Fund Account are also provided.~~

~~An appraisal of funding and implementation of roadway improvements in the Fairfax Center Area will be made annually and presented to the Board. The appraisal will include but not be limited to the following items:~~

- ~~o identification of total funds contributed by the private sector and the funds contributed over the previous year(s);~~

- ~~o review of trends in roadway construction costs reflecting inflation (or deflation) rates;~~
- ~~o listing of right-of-way dedications, roadway construction, and other commitments/contributions provided in previous year(s);~~
- ~~o examination of the development pipeline toward re-assessment of programming of roadway projects; and~~
- ~~o discussion regarding the ability of current funding mechanisms to satisfactorily provide for necessary roadway improvements.~~

~~This annual appraisal will not be conducted as a full-scale traffic analysis and roadway needs study. Rather, it will evaluate the suitability of roadway project implementation with respect to specific site developments and the overall Fairfax Center Area development. In addition to these items, staff will make recommendations with respect to the prioritization of roadway projects. An examination of the funding formula will also be presented for reconsideration by the Board.~~

C. CONTRIBUTION FORMULA

The Contribution Formula is designed to represent the participation of the private sector in the funding and implementation of 'off-site' roadway projects and provision of land and facilities for 'transit-related' purposes. 'Off-site' roadway projects are defined for the purposes of this document as construction of roadway improvements that cannot otherwise be built through private development in the Tysons Corner Urban Center and include projects such as the following:

- ~~o those-Those~~ projects which include major improvements to interstate and non-interstate primary facilities ~~such as Routes 29 and 50;—~~.
- ~~o improvements-Improvements~~ to secondary roadways functioning as arterial roadways, including Fairfax County Parkway, Waples Mill Road, Shirley Gate Road, West Ox Road, Stringfellow Road, and Clifton Road;—
- ~~o bridges-Bridges~~ and interchanges on interstate and primary roadways;—
- ~~o traffic-Traffic~~ signals ~~which-that~~ are not otherwise required within the boundaries of or adjacent to sites subject to development;—and
- ~~o those-Those~~ portions of roads identified for construction in the Tysons Comprehensive Plan internal to the ~~Fairfax Center Area~~Tysons Corner Urban Center ~~which-that~~ are not within the boundaries of or adjacent to sites subject to development.—
- ~~o~~ Dedication of land or right-of-way from the applicable site for road projects specifically that are not for site access or otherwise are not required to directly address the impact of site generated traffic.

~~These 'off-site' roadway improvements are identified in the next section titled "Prioritization of Roadway Improvements."~~

This formula does not relate to the dedication of right-of-way for, or the construction of, local and collector roads traversing the ~~Fairfax Center Area~~ Tysons Corner Urban Center where such roads lie within or adjacent to sites being developed. In addition, this formula does not apply to those improvements necessary for site access (i.e., turn lanes, traffic signals or service drives)¹. It is expected that these improvements will be provided solely by the owner/developer of the site. These improvements are referred to as 'on-site' projects.

'Transit-related purposes' are defined as the following:

- o ~~rail~~ Rail stations and facilities peripheral to their function.
- o ~~park~~ Park-n-ride lots.
- o ~~bus~~ Bus transit transfer stations and facilities peripheral to their function.

The formula does not apply to facilities or activities designed to address site-specific needs to reduce the number of single-occupant vehicle (SOV) trips, such as construction of bus shelters and implementation of TDM programs.

~~As a~~ The minimum, ~~the recommended~~ contribution formula approved by the Board of Supervisors at the initial adoption of these guidelines will be as follows²:

- o ~~F~~ For any application requesting a level of development above the baseline, the contribution will be ~~\$2,504.66~~ per gross square foot of building structure of the total proposed non-residential space and ~~\$577,1,033~~ per unit of the total proposed residential uses.
- o U ~~p~~ p to one-third of the total contribution required can be credited by the dedication of right-of-way for ~~'off-site'~~ roadway projects or ~~'transit-related'~~ projects provided no density credits have been granted for the same right-of-way.
- o T ~~h~~ e total contribution requirement can be provided in part or in total by the construction of major portions of ~~'off-site'~~ roadway projects or ~~'transit-related'~~ projects.

For the purpose of interpreting these guidelines, development 'above the baseline' shall be construed to mean any uses that generate peak-hour traffic volumes higher than those generated by baseline development levels, regardless of the type of ~~land~~ Land Use ~~modification (rezoning, Special Exception, or other)~~ Action.

The contribution formula does not apply to GSF of public facilities.

The need for a contribution for each application will be identified prior to development approval. ~~Upon approval,~~ T ~~h~~ e contribution rate at the time of development approval will remain effective for a period of 2 years. If a site plan or subdivision plan (i.e. preliminary or final plat) is not submitted within 2 years from the development approval date, the

¹ Turning lanes and traffic signals provided on major arterials are considered to be off-site improvements.

² Contribution amounts to the fund have subsequently been modified. A ~~twenty-year~~ track of previous revisions since 2013 is provided at the end of the document.

contribution rate ~~which is~~ in effect at the time of site plan submission or final subdivision plat submission will be utilized to identify the total recommended contribution ~~required~~. The total contribution will then be adjusted to reflect the deduction of any applicable credit and/or 'in-kind' contribution (collectively "Creditable Improvements"). ²~~In-kind~~ contributions are defined as those commitments made by the private sector towards the provision, in part or in total, of the construction of ²~~'off-site'~~ roadways, or ²~~'transit-related'~~ purposes as defined previously.

Credit for land dedicated for the described purposes will be based upon the property's existing County assessment ~~which is~~ in effect at the time of site plan submission or final subdivision plan submission. ~~The value of the land to be dedicated can be credited to no more than one-third of the total required contribution, provided density credits have not been granted for this same dedicated land area. That is, the~~ The applicant will have the opportunity to receive credit, based upon right-of-way dedication, for either density of development or partial satisfaction of the total ~~required-recommended~~ contribution. ~~The applicant,~~ ^PPrior to development approval, the applicant should indicate ~~his-its~~ intent with regard to the credit opportunities for land dedicated in accordance with these guidelines. Dedication of land for site access improvements will not be eligible for consideration ~~with respect to the total required contribution~~ as Creditable Improvements.

If an applicant elects to construct or provide sufficient funds to construct a portion or portions of ²~~'off-site'~~ roadway projects and/ or ²~~'transit-related'~~ projects, a cost estimate will be provided by the applicant and reviewed by the ~~Department of Public Works and Environmental Services~~ Department of Land Development Services (LDS) consistent with bonding practice prior to plan or subdivision plat approval. These costs, once verified and accepted by the ~~Department of Public Works and Environmental Services~~ LDS, will be applied against the applicant's total contribution with any applicable land credits as illustrated in Appendix A of these Guidelines. The roadway construction projects will be completed before the respective ²~~'off-site'~~ roadway or ²~~'transit-related'~~ project construction bonds are released.

~~Prior to or upon site plan or subdivision plat approval, the applicant will contribute 10 percent of the total required contribution minus any applicable credits as discussed previously. The remaining 90% will be required before building permits are issued. For non-residential development, the applicant will be asked to contribute 10 percent of the total recommended financial contribution, less any Creditable Improvements, to be paid before or at the time of site plan approval. No payments must be made, however, until after the applicant pays any fees for the issuance of a building permit for construction on property that is the subject of a rezoning, unless the applicant has proffered to make an earlier payment. The applicant will be asked to contribute the remaining 90 percent of the total financial contribution less applicable credits, to be paid before issuance of occupancy permits. This contribution approach is intended to facilitate the construction of the Tysons transportation improvements prior to occupancy of the new development.~~

~~For residential development, the applicant will be asked to contribute 100 percent of the total recommended financial contribution, less Creditable Improvements, to be paid before issuance of Residential Use Permits, subject to the provisions in Virginia Code §15.2-2303.1:1 as it relates to cash proffers that are made on a per-dwelling-unit or per-home basis.~~

~~If the sum of the cost estimate for the 'in-kind' roadway and 'transit-related' projects and the value of the dedicated land (up to one-third of the total required contribution) value of the Creditable Improvements is less than the total required-recommended contribution, the applicant will supply pay 10 percent of this-the differencetial monetary contribution prior~~

~~before to or upon at the time of site plan or subdivision plat approval building permit. No payment must be made, however, until after the applicant pays any fees for the issuance of a building permit for construction on property that is subject of a rezoning, unless the applicant has proffered to make an earlier payment. In the event that If the combined value of the dedicated land for the 'off-site' roadways or 'transit-related' projects (up to one-third of the total contribution) and the cost estimate for the construction of same Creditable Improvements meets or exceeds the projected contribution, then it shall be determined that the applicant's commitment to the Fairfax Center Area Road Tysons Road Fund has been met.~~

~~As the Fairfax Center Area develops, a schedule for roadway improvements will be established. However, dedicated Rights-of-way way dedications or monetary contributions will not be conditioned on a specific roadway project or the completion of a project by a specified date.~~

D. PRIORITIZATION OF ROADWAY IMPROVEMENTS

~~The timing of the roadway improvements is crucial to the manner in which the Fairfax Center Area develops. The following improvements are considered as high priority and should be scheduled for implementation as closely as possible to the order in which they are listed. Physical, fiscal, and developmental constraints may shift the priorities of the projects as identified through the annual analysis of road improvement needs. The improvement priorities were adopted by the Board of Supervisors on January 9, 2001. (Note: strikeout indicates completed project.)~~

- ~~o Advanced right-of-way acquisition for:
 - ~~—— Monument Drive west of Fields Brigade Road~~
 - ~~—— Stringfellow Road relocation~~~~
- ~~o At-grade improvements/construction:
 - ~~—— West Ox Road / Route 29 at-grade improvements~~
 - ~~—— Completion of Monument Drive west of Fields Brigade Road~~
 - ~~—— Stringfellow Road widening between Fair Lakes Parkway to Route 29~~
 - ~~—— Widen Route 50 to 6 lanes east of Stringfellow Road~~
 - ~~—— Waples Mill Road / Route 50 at-grade improvements~~
 - ~~—— Widening of Waples Mill Road to six lanes between Route 50 and Route 29~~
 - ~~—— Widening of Rugby Road to four lanes between Fairfax County Parkway and Route 50~~
 - ~~—— Widening of Route 50 to 8 lanes between Waples Mill Road and I-66~~
 - ~~—— Construction of local and collector roads internal to the Fairfax Center Area which are not within the boundaries of or adjacent to sites under development~~~~
- ~~o Interchanges:
 - ~~—— Fairfax County Parkway / Route 29 / West Ox Road~~
 - ~~—— Fairfax County Parkway / Route 50~~
 - ~~—— Waples Mill Road / Route 50~~
 - ~~—— Fairfax County Parkway / Fair Lakes Parkway / Monument Drive with widening of the Parkway to 6 lanes between I-66 and Route 50~~~~
- ~~o Route 29 reconstruction:
 - ~~—— East of West Ox Road, including interchanges at Shirley Gate Road and Monument Drive~~
 - ~~—— West of West Ox Road, including an interchange at Clifton Road/Stringfellow Road~~~~

- o ~~Fairfax County Parkway widening:~~
 - ~~Construction of 4 lanes between Route 29 and Braddock Road~~
 - ~~Widening to 6 lanes between I-66 and Route 50 in conjunction with the construction of an interchange at Fair Lakes Parkway / Monument Drive~~
 - ~~Construction of 6 through lanes between I-66 and Route 29~~

~~This priority listing will change due to development and financial considerations. It is important that development not occur without the availability of sufficient roadway access and capacity. This is especially important in the development of those parcels that would utilize the sub-connectors traversing or adjoining their property.~~

~~Roadway construction and/or right-of-way dedication by either the private or public sector will not necessarily follow the aforementioned priority listing. However, construction of development projects by the private sector may be predicated upon the completion of adjacent roadways in order that the roadway system can satisfactorily accommodate the change in travel patterns resulting from additional development.~~

E. TYSONS – ROAD FUND ACCOUNT

A road fund account will be established and maintained by the County. Monies received ~~prior to or upon site plan approval, subdivision plat approval, or building permit issuance,~~for the Tysons Road Fund will be placed in the account. Interest on monies in the account will accrue to the account at the prevailing interest rate earned by the County less one-half of one percent for administration.

The monies in this account will be ~~utilized~~used to help fund and implement roadway projects in the ~~Fairfax Center~~Tysons Corner Urban Center. ~~Area as closely as possible to the order in the aforementioned priority list. The widening of I-66 and the construction of sub-connector roads (unless included in the listing of priorities) will not be funded from this account.~~

Any monies from previous proffers and specified for off-site roadway improvements will go into the road fund account unless otherwise designated in the proffers.

APPENDIX A

A GUIDE TO CALCULATING CONTRIBUTIONS TO THE ~~FAIRFAX CENTER AREA~~ TYSONS ROAD FUND IN ACCORDANCE WITH THE ~~PROCEDURAL~~ GUIDELINES ADOPTED BY THE FAIRFAX COUNTY BOARD OF SUPERVISORS ON ~~[APPROVAL PENDING], AS AMENDED NOVEMBER 22, 1982 AS REVISED EFFECTIVE MARCH 18, 2002.~~

STEP 1: Total ~~Recommended~~ ~~required~~ Contribution:

gsf (or # dwelling units) multiplied by the appropriate rate = total ~~required~~ recommended contribution amount.

STEP 2: Anticipated Land Credits (if applicable):

sq. feet of land dedicated for ~~'off-site'~~ and/or ~~'transit-related'~~ projects multiplied by the per foot assessed value of the land at time of site plan submission or final subdivision plan submission. *

STEP 3: Anticipated ~~"In-Kind"~~ ~~contributions~~ Contributions:

Cost to construct a portion or portions of ~~'off-site'~~ roadway and/or ~~'transit-related'~~ projects consistent with bonding practices and verified and accepted by DPWES prior to plan or subdivision plat approval.

STEP 4: Total ~~Required-Recommended~~ Contribution ~~Minus-less~~ Applicable Credits Creditable Improvements

Dollar value in Step 1 minus the sum of Creditable Improvements (Steps 2 + 3) will result in the net contribution due the ~~FCAR-Tyson's Road fund~~ Fund. (Note: if the sum of ~~Steps 2 + 3~~ Creditable Improvements ~~is greater exceeds then~~ the value of Step 1, then the commitment to the fund is met with dedication of right-of way and ~~'in-kind'~~ construction.)

*NOTE: _____ This value cannot exceed one-third of the total ~~required~~ contribution calculated in Step 1 and cannot include land for which provided no density credits have been granted ~~for this land~~.

APPENDIX B

A GUIDE TO APPLY FOR A REFUND/CREDIT FOR CREDITABLE IMPROVEMENTS

It is recommended that developers adhere to the following guidance to seek a credit or refund of road fund contributions for Creditable Improvement expenditures. Upon completion of Creditable Improvement projects approved by FCDOT and LDS, the developer may submit documentation for reimbursement or credit of project expenditures. The package should be assembled according to the guidelines directly below and submitted to FCDOT.

The package should include the following:

- Cover Letter - This letter should be from the original applicant or legal entity acting on their behalf addressed to the FCDOT director. The letter should outline the nature of the request for refund and the work that has been completed.
- Site Plan - This should be the site plan used in the construction of this project. Other plans such as signal, signage and striping plans may be requested as the application is reviewed.
- Invoices - All invoices that are directly related to the construction of the approved Creditable Improvement project should be submitted. If construction is done simultaneously with other parts of the development, then the applicant must provide a separate accounting of the portion that applies to the Creditable Improvement project. FCDOT staff will review the invoices for relevance to the project.
- A copy of the approved Land Use Action case with approved Creditable Improvement project cost estimates and exhibits depicting the Creditable Improvement(s).
- Any documents recording the release of bond or acceptance of the project into the public right of way.

After submission, FCDOT staff will review the credit or refund request. When the review is completed and approved by the department director or his designee, the applicant will receive notification in writing. The applicant will be notified of the appropriate credit or receive the refund shortly after approval.

APPENDIX C

TYSONS ROAD FUND RATE ADJUSTMENT HISTORY*

<u>Effective Date</u>	<u>Percent Increase</u>	<u>Non-Residential Rate per Square Foot</u>	<u>Residential Rate per Dwelling Unit</u>
<u>January 1, 2013</u>	<u>2.88%</u>	<u>\$4.19</u>	<u>\$929</u>
<u>February 1, 2014</u>	<u>1.98%</u>	<u>\$4.27</u>	<u>\$947</u>
<u>February 1, 2015</u>	<u>2.18%</u>	<u>\$4.36</u>	<u>\$968</u>
<u>February 3, 2016</u>	<u>0.25%</u>	<u>\$4.37</u>	<u>\$970</u>
<u>March 1, 2017</u>	<u>2.04%</u>	<u>\$4.46</u>	<u>\$989.00</u>
<u>March 1, 2018</u>	<u>2.50%</u>	<u>\$4.57</u>	<u>\$1,014</u>
<u>April 1, 2019</u>	<u>1.90%</u>	<u>\$4.66</u>	<u>\$1,033</u>

*For rates effective before January 1, 2013, please contact the Department of Transportation.

~~PROCEDURAL GUIDELINES~~
~~FOR THE~~
~~ANNUAL REVIEW PROCESS~~
~~FAIRFAX CENTER AREA~~

~~Adopted by~~

~~FAIRFAX COUNTY~~
~~BOARD OF SUPERVISORS~~

~~November 22, 1982~~

~~April 1, 1995~~

**GUIDELINES FOR THE FAIRFAX CENTER AREA ROAD FUND,
Adopted November 22, 1982, Amended through [Approval Date Pending]**

ANNUAL REVIEW PROCESS FOR THE FAIRFAX CENTER AREA

The following guidelines ~~serve will to direct staff in the implementation of the~~ be used to establish, implement, and operate the Fairfax Center Area ~~Plan~~Road Fund. These procedures were adopted by the Board of Supervisors on November 22, 1982, and have been revised periodically since their adoption. Guidelines for the monitoring of development in the Area as well as a procedure for reviewing the roadway contribution formula are included herein. Nothing in these guidelines is to be construed as a suggestion, request, or requirement for a proffer that may be deemed unreasonable under Va. Code § 15.2-2303.4, as amended.

A. MAINTENANCE / REVIEW OF LAND USE DATA

It is the intent of the Board of Supervisors that the target or goal for development intensity of the Fairfax Center Area be Level B, as recommended by the Planning Commission. The annual review process will be utilized to assure the achievement of this goal. In addition, the Department of Planning and Zoning and the Department of ~~Systems Management for Human Services~~Land Development Services will collect and maintain the following information with respect to land use development in the Fairfax Center Area:

- o the development status of parcels, land development units and unit groups (including acreage, existing zoning, existing land use, planned land use, number and type of dwelling units, and amount and type of non-residential floor area); and
- o the identification of activity in the development pipeline for each parcel, land development unit and unit group (including the following stages of development: rezonings pending, rezonings granted, site plans submitted, site plans approved, building permits issued, and projects under construction).

Staff will prepare an annual summary document of this information for presentation to the Board of Supervisors.

B. ROADWAY CONTRIBUTION FORMULA REVIEW PROCESS

The following excerpt from the Comprehensive Plan identifies the intention of the Board of Supervisors to review the method by which the private sector contributes to funding of roadway improvements in the Fairfax Center Area:

The proportional share of the transportation improvements provided by the private sector will be established by the Board of Supervisors and reviewed periodically through an established public process such as the Annual Plan Review.

The paragraphs that follow specify the review process to be undertaken by the Board and County staff. Clarification on the Contribution Formula, Roadway Improvements Prioritization, and the Road Fund Account are also provided.

An appraisal of funding and implementation of roadway improvements in the Fairfax Center Area will be made annually and presented to the Board. The appraisal will include but not be limited to the following items:

- o identification of total funds contributed by the private sector and the funds contributed over the previous year(s);
- o review of trends in roadway construction costs reflecting inflation (or deflation) rates;
- o listing of right-of-way dedications, roadway construction, and other commitments/contributions provided in previous year(s);
- o examination of the development pipeline toward re-assessment of programming of roadway projects; and
- o discussion regarding the ability of current funding mechanisms to satisfactorily provide for necessary roadway improvements.

This annual appraisal will not be conducted as a full-scale traffic analysis and roadway needs study. Rather, it will evaluate the suitability of roadway project implementation with respect to specific site developments and the overall Fairfax Center Area development. In addition to these items, staff will make recommendations with respect to the prioritization of roadway projects. An examination of the funding formula will also be presented for reconsideration by the Board.

C. CONTRIBUTION FORMULA

The Contribution Formula is designed to represent the participation of the private sector in the funding and implementation of 'off-site' roadway projects and provision of land and facilities for 'transit-related' purposes. 'Off-site' roadway projects are defined for the purposes of this document as:

- o Those projects which include major improvements to non-interstate primary facilities such as Routes 29 and 50.
- o Improvements to secondary roadways functioning as arterial roadways, including Fairfax County Parkway, Waples Mill Road, Shirley Gate Road, West Ox Road, Stringfellow Road, and Clifton Road.
- o Bridges and interchanges on interstate and primary roadways.
- o Traffic signals which ~~that~~ are not otherwise required within the boundaries of or adjacent to sites subject to development; ~~and.~~
- o Those portions of roads internal to the Fairfax Center Area which are not within the boundaries of or adjacent to sites subject to development.

These 'off-site' roadway improvements are identified in the next section titled "Prioritization of Roadway Improvements."

This formula does not relate to the dedication of right-of-way for, or the construction of, local and collector roads traversing the Fairfax Center Area where such roads lie within or adjacent to sites being developed. In addition, this formula does not apply to those

improvements necessary for site access (i.e., turn lanes, traffic signals or service drives)¹. It is expected that these improvements will be provided solely by the owner/developer of the site. These improvements are referred to as 'on-site' projects.

'Transit-related purposes' are defined as the following:

- o Rrail stations and facilities peripheral to their function.
- o Park-n-ride lots.
- o Bus transit transfer stations and facilities peripheral to their function.

The formula does not apply to facilities or activities designed to address site-specific needs to reduce the number of single-occupant vehicle (SOV) trips, such as construction of bus shelters and implementation of TDM programs.

~~As a~~The minimum, the recommended contribution formula approved by the Board of Supervisors at the initial adoption of these guidelines will be as follows²:

- o ~~F~~For any application requesting a level of development above the baseline, the contribution will be \$2.50 per gross square foot (GSF) of building structure of the total proposed non-residential space and \$577 per dwelling unit of the total proposed residential uses.
- o Up to one-third of the total recommended contribution ~~required~~ can be credited by the dedication of right-of-way for 'off-site' roadway projects or 'transit-related' projects provided no density credits have been granted for the same right-of-way.
- o The total recommended contribution ~~requirement~~ can be provided in part or in total by the construction of major portions of 'off-site' roadway projects or 'transit-related' projects.

For the purpose of interpreting these guidelines, development 'above the baseline' shall be construed to mean any uses that generate peak-hour traffic volumes higher than those generated by baseline development levels, regardless of the type of ~~land use modification~~Land Use Action (rezoning, Special Exception, or other).

The contribution formula does not apply to GSF of public facilities.

The need for a contribution for each application will be identified prior to development approval. ~~Upon approval,~~The contribution rate at the time of development approval will remain effective for a period of 2 years. If a site plan or subdivision plan (i.e. preliminary or final plat) is not submitted within 2 years from the development approval date, the contribution rate ~~which is~~ in effect at the time of site plan submission or final subdivision plat submission will be utilized to identify the total recommended contribution ~~required~~. The total contribution will then be adjusted to reflect the deduction of any applicable credit and/or 'in-kind' contribution (collectively "Creditable Improvements"). 'In-kind'

¹ Turning lanes and traffic signals provided on ~~major arterials~~ non-interstate primary facilities (e.g. Route 29) are considered to be 'off-site' improvements.

² Contribution amounts to the fund have subsequently been modified. A ~~twenty-year~~ record of previous revisions is provided at the end of the document.

contributions are defined as those commitments made by the private sector towards the provision, in part or in total, of the construction of 'off-site' roadways, or 'transit-related' purposes as defined previously.

Credit for land dedicated for the described purposes will be based upon the property's existing County assessment ~~which is~~ in effect at the time of site plan submission or final subdivision plan submission. ~~The value of the land to be dedicated can be credited to no more than one-third of the total required contribution, provided density credits have not been granted for this same dedicated land area. That is,~~ the applicant will have the opportunity to receive credit, based upon right-of-way dedication, for either density of development or partial satisfaction of the total ~~required~~ recommended contribution. ~~The applicant, prior~~ Prior to development approval, ~~the applicant,~~ the applicant, should indicate ~~his-its~~ intent with regard to the credit opportunities for land dedicated in accordance with these guidelines. Dedication of land for site access improvements will not be eligible for consideration ~~with respect to the total required contribution as~~ Creditable Improvements.

If an applicant elects to construct or provide sufficient funds to construct a portion or portions of 'off-site' roadway projects ~~and/or~~ 'transit-related' projects, a cost estimate will be provided by the applicant and reviewed by the ~~Department of Public Works and Environmental Services~~ Department of Land Development Services (LDS)– consistent with bonding practice prior to plan or subdivision plat approval. These costs, once verified and accepted by the ~~Department of Public Works and Environmental Services~~ LDS, will be applied against the applicant's total contribution with any applicable land credits as illustrated in Appendix A of these Guidelines. The roadway construction projects will be completed before the respective 'off-site' roadway or 'transit-related' project construction bonds are released.

~~Prior to or upon site plan or subdivision plat approval, the applicant will contribute 10 percent of the total required contribution minus any applicable credits as discussed previously. The remaining 90% will be required before building permits are issued. For non-residential development, the applicant will be asked to contribute 10 percent of the total recommended financial contribution, less any Creditable Improvements, to be paid before or at the time of site plan approval. No payment must be made, however, until after the applicant pays any fees for the issuance of a building permit for construction on property that is the subject of a rezoning, unless the applicant has proffered to make an earlier payment. The applicant will be asked to contribute the remaining 90 percent of the total financial contribution less applicable credits, to be paid before issuance of occupancy permits. This contribution approach is intended to facilitate the construction of Fairfax Center Area transportation improvements.~~

~~For residential development, the applicant will be asked to contribute 100 percent of the total recommended financial contribution, less Creditable Improvements, to be paid before issuance of Residential Use Permits, subject to the provisions in Virginia Code §15.2-2303.1:1 as it relates to cash proffers that are made on a per-dwelling-unit or per-home basis.~~

~~If the value of the sum of the cost estimate for the 'in-kind' roadway and 'transit-related' projects and the value of the dedicated land (up to one-third of the total required contribution) Creditable Improvements is less than the total recommended required contribution, the applicant will supply pay 10 percent of this the differential difference monetary contribution prior before to or upon at the time of site plan or subdivision plat approval building permit. No payment must be made, however, until after the applicant pays any fees for the issuance of a building permit for construction on property that is subject of a rezoning, unless the applicant has proffered to make an earlier payment. In the event that If the combined value of the dedicated land for the 'off-site' roadways or 'transit-related'~~

~~projects (up to one-third of the total contribution) and the cost estimate for the construction of same~~Creditable Improvements exceeds the projected contribution, then ~~it shall be determined that~~ the applicant's commitment to the Fairfax Center Area Road Fund has been met.

As the Fairfax Center Area develops, a schedule ~~for of~~ roadway improvements will be established. However, ~~dedicated~~ rights-of-way dedications or monetary contributions will not be conditioned on a specific roadway project or the completion of a project by a specified date.

D. PRIORITIZATION OF ROADWAY IMPROVEMENTS

The timing of the roadway improvements is crucial to the manner in which the Fairfax Center Area develops. The following improvements are considered as high priority and should be scheduled for implementation as closely as possible to the order in which they are listed. Physical, fiscal, and developmental constraints may shift the priorities of the projects as identified through the annual analysis of road improvement needs. The improvement priorities were adopted by the Board of Supervisors on January 9, 2001. (Note: ~~strikeout~~ indicates completed project.)

- o Advanced right-of-way acquisition for:
 - ~~Monument Drive west of Fields Brigade Road~~
 - ~~Stringfellow Road relocation~~
- o At-grade improvements/construction:
 - ~~West Ox Road / Route 29 at-grade improvements~~
 - ~~Completion of Monument Drive west of Fields Brigade Road~~
 - ~~Stringfellow Road widening between Fair Lakes Parkway to Route 29~~
 - ~~Widen Route 50 to 6 lanes east of Stringfellow Road~~
 - ~~Waples Mill Road / Route 50 at-grade improvements~~
 - ~~Widening of Waples Mill Road to six lanes between Route 50 and Route 29~~
 - ~~Widening of Rugby Road to four lanes between Fairfax County Parkway and Route 50~~
 - Widening of Route 50 to 8 lanes between Waples Mill Road and I-66
 - Construction of local and collector roads internal to the Fairfax Center Area which are not within the boundaries of or adjacent to sites under development
- o Interchanges:
 - ~~Fairfax County Parkway / Route 29 / West Ox Road~~
 - ~~Fairfax County Parkway / Route 50~~
 - Waples Mill Road / Route 50
 - ~~Fairfax County Parkway / Fair Lakes Parkway / Monument Drive with widening of the Parkway to 6 lanes between I-66 and Route 50~~
- o Route 29 reconstruction:
 - East of West Ox Road, including interchanges at Shirley Gate Road ~~and~~ Monument Drive, and Legato Road
 - West of West Ox Road, including an interchange at Clifton Road/Stringfellow Road
- o Fairfax County Parkway widening:
 - ~~Construction of 4 lanes between Route 29 and Braddock Road~~

- ~~Widening to 6 lanes between I-66 and Route 50 in conjunction with the construction of an interchange at Fair Lakes Parkway / Monument Drive~~
- Construction of 6 through lanes between I-66 and Route 29

This priority listing will change due to development and financial considerations. It is important that development not occur without the availability of sufficient roadway access and capacity. This is especially important in the development of those parcels that would utilize the sub-connectors traversing or adjoining their property.

Roadway construction and/or right-of-way dedication by either the private or public sector will not necessarily follow the aforementioned priority listing. However, construction of development projects by the private sector may be predicated upon the completion of adjacent roadways in order that the roadway system can satisfactorily accommodate the change in travel patterns resulting from additional development.

E. ROAD FUND ACCOUNT

A road fund account will be established and maintained by the County. Monies received ~~prior to or upon site plan approval, subdivision plat approval, or building permit issuance~~ for the Fairfax Center Area Road Fund, will be placed in the account. Interest on monies in the account will accrue to the account at the prevailing interest rate earned by the County less one-half of one percent for administration.

The monies in this account will be utilized to help fund and implement roadway projects in the Fairfax Center Area as closely as possible to the order in the aforementioned priority list. The widening of I-66 and the construction of sub-connector roads (unless included in the listing of priorities) will not be funded from this account.

Any monies from previous proffers and specified for off-site roadway improvements will go into the road fund account unless otherwise designated in the proffers.

APPENDIX A

A GUIDE TO CALCULATING CONTRIBUTIONS TO THE FAIRFAX CENTER AREA ROAD FUND IN ACCORDANCE WITH THE ~~PROCEDURAL~~ GUIDELINES ADOPTED BY THE FAIRFAX COUNTY BOARD OF SUPERVISORS ON NOVEMBER 22, 1982, AS ~~REVISED EFFECTIVE MARCH 18, 2002~~ AMENDED

STEP 1: Total ~~Recommended~~ ~~required~~ Contribution:

gsf (or # dwelling units) multiplied by the appropriate rate = total ~~required~~ recommended contribution amount.

STEP 2: Anticipated Land Credits (if applicable):

sq. feet of land dedicated for ~~'off-site'~~ and/or ~~'transit-related'~~ projects multiplied by the per foot assessed value of the land at time of site plan submission or final subdivision plan submission. *

STEP 3: Anticipated ~~"In-Kind"~~ ~~contributions~~ Contributions:

Cost to construct a portion or portions of ~~'off-site'~~ roadway and/or ~~'transit-related'~~ projects consistent with bonding practices and verified and accepted by DPWES prior to plan or subdivision plat approval.

STEP 4: Total ~~Required~~ Contribution ~~Minus-Less Applicable Credits~~ Approved Creditable Improvements

Dollar value in Step 1 minus the sum of Creditable Improvements (Steps 2 + 3) will result in the net contribution due the ~~FCAR-Fairfax Center Area Road~~ fund. (Note: if the sum of ~~Steps 2 + 3~~ Creditable Improvements ~~is greater exceeds then~~ the value of Step 1, then the commitment to the fund is met with dedication of right-of way and 'in-kind' construction.)

*NOTE: _____ This value cannot exceed one-third of the total ~~required~~ contribution calculated in Step 1 and cannot include land for which provided no density credits have been granted ~~for this land~~.

APPENDIX B

A GUIDE TO APPLY FOR A REFUND/CREDIT FOR CREDITABLE IMPROVEMENTS

It is recommended that developers adhere to the following guidance to seek a credit or refund of road fund contributions for expenditures relating to Creditable Improvements. Upon completion of Creditable Improvement projects approved by FCDOT and LDS, the developer may submit documentation for reimbursement of project expenditures. The package should be assembled according to the guidelines directly below and submitted to FCDOT.

The package should include the following:

- Cover Letter - This letter should be from the original applicant or legal entity acting on their behalf addressed to the FCDOT director. The letter should outline the nature of the request for refund and the work that has been completed.
- Site Plan - This should be the site plan used in the construction of this project. Other plans such as signal, signage and striping plans may be requested as the application is reviewed.
- Invoices - All invoices that are directly related to the construction of the approved off-site construction project should be submitted. If construction is done simultaneously with other parts of the development, then the applicant must provide a separate accounting of the portion that applies to the off-site project. FCDOT staff will review the invoices for relevance to the project.
- A copy of the approved Land Use Action case with approved Creditable Improvement project cost estimates and exhibits depicting the Creditable Improvement(s).
- Any documents recording the release of bond or acceptance of the project into the public right of way.

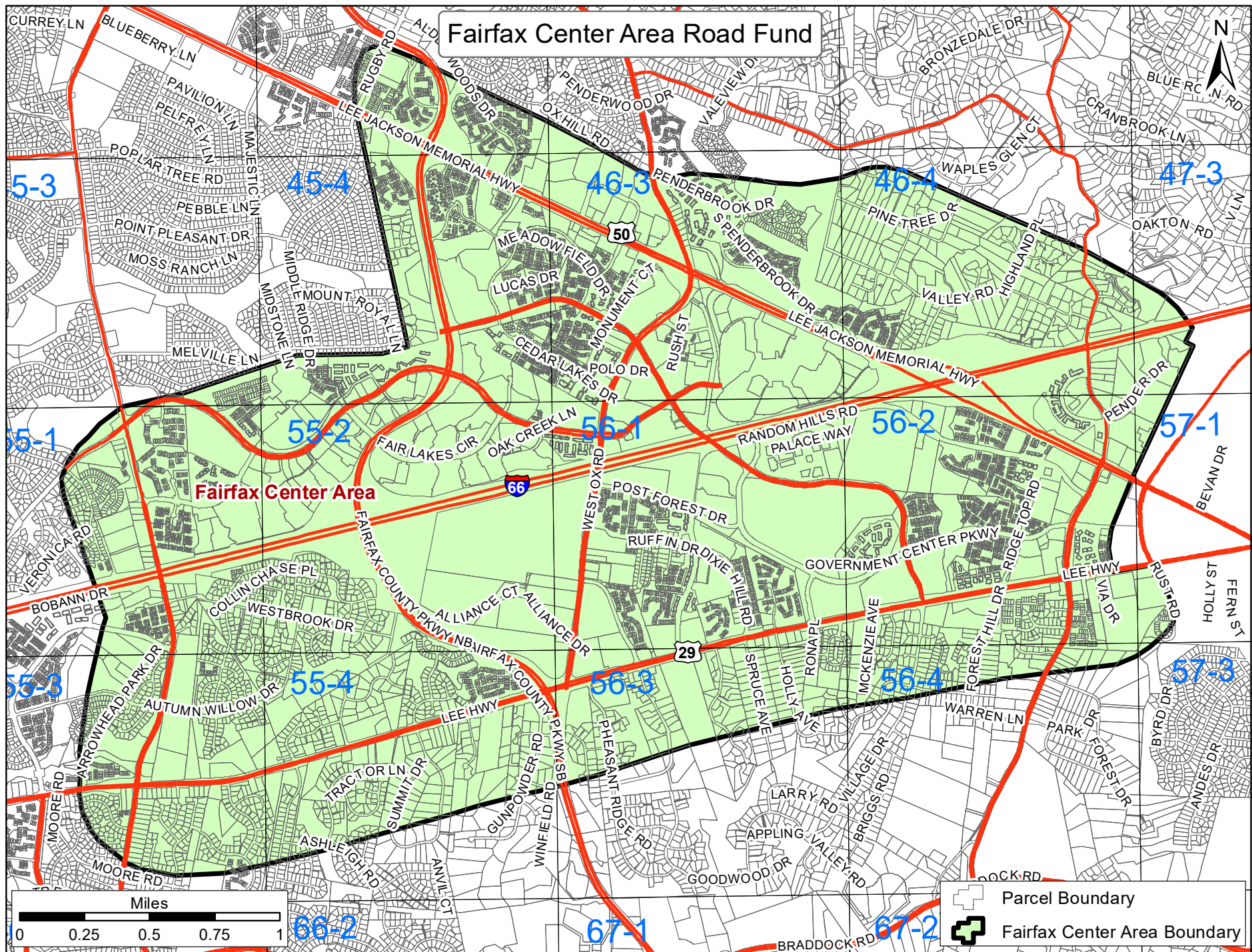
After submission, FCDOT staff will review the credit or refund request. When the review is completed, and approved by the department director or his designee, the applicant will receive notification in writing. The applicant will be notified of the appropriate credit or receive the refund shortly after approval.

APPENDIX **BC**

FAIRFAX CENTER AREA RATE ADJUSTMENT HISTORY

Effective Date	Precent Percent Increase	Non-Residential Rate per square foot	Residential Rate per unit
January 27, 1992	0	\$3.97	\$883
March 1, 1993	1.75	\$4.04	\$898
March 1, 1994	0.5	\$4.06	\$902
April 1, 1995	0.5	\$4.08	\$906
June 28, 1999	0	\$4.08	\$906
January 8, 2001	2.5	\$4.18	\$928
March 18, 2002	2	\$4.26	\$946
March 24, 2003	3	\$4.39	\$974
March 15, 2004	2	\$4.48	\$993
February 28, 2005	6	\$4.75	\$1,053
September 24, 2007	3.2	\$5.07	\$1,124
September 22, 2008 October 1, 2008	3.6	\$5.25	\$1,164
December 1, 2010 November 6, 2010	1.013	\$5.32	\$1,179
December 1, 2011 January 1, 2012	3.89	\$5.53	\$1,225
January 1, 2013	2.88	\$5.69	\$1,260
February 1, 2014	1.98	\$5.80	\$1,285

<u>February 1, 2015</u>	<u>2.18</u>	<u>\$5.93</u>	<u>\$1,313</u>
February 13 , 2016	0.252.41	\$5.94	\$1,316
<u>March 1, 2017</u>	<u>2.04</u>	<u>\$6.06</u>	<u>\$1,342</u>
<u>March 1, 2018</u>	<u>2.50</u>	<u>\$6.21</u>	<u>\$1,376</u>
<u>April 1, 2019</u>	<u>1.90</u>	<u>\$6.33</u>	<u>\$1,402</u>



GUIDELINES FOR THE RESTON ROAD FUND¹
Adopted February 28, 2017, Amended through [Approval Date Pending]

The following guidelines ~~shall will~~ be used to establish, implement, and operate the Reston Road Fund. Nothing in these guidelines ~~shall is to~~ be construed ~~to be made on behalf of the County~~ as a suggestion, request, or requirement for any proffer that may be deemed unreasonable under Va. Code § 15.2-2303.4, as amended, ~~because no. No County employee, agent, representative, appointee, or elected official has any authority on behalf of the County to suggest, request, or require such a proffer, as confirmed by the Board of Supervisor's June 21, 2016, Resolution on this topic.~~

The Reston Road Fund is intended to collect monies in conjunction with residential and development of property that is exempt from the provisions of Va. Code § 15.2-2303.4 ("exempt residential development") and that is within the Reston Transit Station Areas (TSAs) and to collect monies in conjunction with non-residential development of property within the Reston Transit Station Areas pursuant to any rezoning proffered condition amendment, Special Exception, or Special Permit applications (collectively "Land Use Actions") in these areas that proposes a change in use ~~(i.e.e.g. Office to Residential),~~ or zoning district, ~~(i.e.e.g. Industrial to Residential)~~ or an increase in density (number of dwelling units) and/or intensity (amount of building square footage). The boundaries of the Reston TSAs are defined in the Fairfax County Comprehensive Plan, 2013 Edition, Area III - Reston, as Amended through October 20, 2015. Any Land Use Action that is subject to the provisions of Va. Code § 15.2-2303.4, as amended, must be dealt with on a case-by-case basis and not under these guidelines.

~~Proffered commitments to provide monetary contributions to the Reston Road Fund are anticipated during review of applications for Land Use Actions within the TSAs that propose a change in use, change in zoning district, or increases in density and/or intensity.~~ The funds will be used to construct sections of streets that cannot otherwise be built through private development in Reston. Projects ~~utilizing constructed under the Reston Road Fund these funds~~ are expected to be street links that will enhance overall transportation capacity and functionality within Reston. The street sections constructed utilizing Reston Road Fund monies will accommodate pedestrian and bicycle facilities and include on-street parking in their design. The street sections will also accommodate transit use and facilities. Illustrations of the expected cross-sections for the Grid of Streets ("Grid") are included with the Comprehensive Plan text and are further defined by Appendix B2 of the VDOT Road Design Manual and VDOT approved design standards for each of the Reston TSA areas.

The Grid described within the Comprehensive Plan is needed to provide convenient connections within Reston, distribute multi-modal traffic efficiently, and enhance the quality of the network through the implementation of a "complete streets" design. The Grid is generally comprised of the street network that provides site access and circulation within Reston. The Comprehensive Plan for the TSAs and the Reston Transportation Funding Plan recommend that the private sector be responsible for construction of the portions of the Grid network and intersection improvements that are within and immediately adjacent to properties to be redeveloped as well as for contributions to the Reston Road Fund to support the construction of off-site portions of the Grid.

These guidelines were adopted by the Board of Supervisors on February 28, 2017.

RESTON ROAD FUND CONTRIBUTION CRITERIA

The cash contribution rate for the Reston Road Fund provided by the private sector has been established by the Board of Supervisors and will be reviewed and adjusted annually by the annual rate of inflation, as calculated by referring to the Consumer Price Index for all urban

consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, or Bureau of Labor Statistics. The paragraphs that follow discuss the process to be undertaken to administer the Fund.

The recommended ~~financial-cash~~ contribution rate approved by the Board of Supervisors at the initial adoption of these guidelines in order to fulfill the objectives of the Reston Transportation Funding Plan is as follows:

For any Land Use Action application proposing a change in use, change in zoning district, or increases in density and/or intensity, the contribution will be \$9.56 per gross square foot (“GSF”) of building structure of the total proposed new non-residential space and \$2,090 per unit of the proposed new residential uses.

The amount of the recommended financial contribution for each Land Use Action application will be identified prior to its approval. The contribution rate at the time of Land Use Action approval will remain effective for a period of 2 years. If a site plan or subdivision plan (i.e. preliminary or final plat) is not submitted within 2 years from the development approval date, the contribution rate in effect at the time of site plan submission or final subdivision plat submission, will be used to identify the total recommended contribution. Prior to approval of a Land Use Action or an approval of a site plan for the approved Land Use Action, the total financial contribution ~~will may then~~ be adjusted to reflect the deduction of any applicable credit and/or applicable “in-kind” contribution. Creditable improvements will be applicable to the entire Land Use Action application. “In-kind” contributions are defined as those commitments made by the private sector towards the provision, in part or in total, of the construction of “off-site” Grid projects as defined below.

An applicant may elect at Land Use Action to construct or to provide sufficient funds to construct a portion(s) of a qualifying “off-site” Grid transportation project(s). An applicant’s election is subject to approval by FCDOT and the approving authority for the land use action. If this is approved and the applicant requests credit against the contribution, the applicant will provide a cost estimate to FCDOT and DPWES-Land Development Services (LDS) for review and comment consistent with bonding practice prior to site plan approval.

For non-residential development, the applicant will be asked to ~~proffer-contribute~~ 25% of the total recommended financial contribution, less applicable credits, to be paid prior to or upon site plan approval. No payment must be made, however, until after the applicant pays any fees for the issuance of a building permit for construction on property that is the subject of a rezoning, unless the applicant has proffered to make an earlier payment. The applicant will be asked to ~~proffer-contribute~~ the remaining 75% of the total financial contribution, less applicable credits, to be paid before issuance of occupancy permits. This contribution approach is intended to facilitate the construction of the Reston Grid network ~~prior to the~~before occupancy of the new development.

For residential development, the applicant will be asked to ~~proffer-contribute~~ 100% of the total recommended financial contribution, less applicable credits, to be paid before issuance of Residential Use Permits, subject to the provisions in Virginia Code §15.2-2303.1:1 as it relates to cash proffers that are made on a per-dwelling-unit or per-home basis. ~~The County does not usually use such bases for cash proffers.~~

The contribution formula does not apply to public use facilities.

Applicants for Land Use Action in the Reston TSAs may receive credit against their contribution to the Reston Road Fund (~~“Creditable Improvements”~~) under specific circumstances (Creditable Improvements). Creditable Improvements will ~~apply be applicable~~ to the entire Land Use Action application. Creditable Improvements are defined as:

- Those portions of streets identified for construction in the Reston Comprehensive Plan, approved by the Board of Supervisors on February 11, 2014, as amended, internal to the Reston TSAs ~~which that~~ are off-site from, not within or immediately adjacent to the boundaries of the development site.;
- Construction of capacity and/or operational improvements to the Grid and/or intersection improvements ~~which that~~ are not otherwise required to address the impact of site-generated traffic, as determined by a site-specific Traffic Impact Analysis (TIA) ~~completed at the time of the Land Use Action AND~~ are not within or immediately adjacent to the boundaries of the development site.;
- Traffic signals for Grid intersections ~~which that~~ are not otherwise required to address the impact of site generated traffic as determined by a site-specific TIA data at the time of the Land Use Action AND are not within the boundaries of or directly adjacent to the development site.;
- Advanced “Off-site” land acquisition for construction of Grid and intersection improvements.;
- Construction of on-site Grid sections in the first phase of a multi-phase development which are not necessary for first phase development access or traffic mitigation as approved by FCDOT prior to approval of a Lan Use Action.;
- Dedication of land or right-of-way for “off-site” Grid projects ~~in for~~ which density credit has not been granted for the land to be dedicated. Right-of-way will be valued ~~at based on~~ the current County assessment. Alternatively, the applicant may elect to provide an appraisal in place of the assessment. In this circumstance the applicant must procure, at its own expense, a County approved, Virginia state board licensed MAI or SRA American Institute designated general appraiser.

Unless otherwise ~~determined approved~~ by the Board of Supervisors at the time of Land Use Action approval, several criteria, such as those above, are used to determine credit eligibility. Any single criterion or multiple criteria may apply to a development project and will be considered individually with each development proposal. Eligible Creditable Improvements may receive credits up to equal the value of the development’s contribution to the fund. ~~construction of qualifying projects to advance the Grid or intersection improvements that meet the criteria above are eligible to receive credit up to equal value of the development’s contribution to the fund.~~

RESTON ROAD FUND ACCOUNT

A road fund account will be established and maintained by the County. All monies received will be placed in the account. Interest on monies in the account will accrue to the account at the prevailing interest rate earned by the County, less up to one-half of one percent for administration. If accrued, any interest expended from the fund for administration will be reported annually to the Reston Service District Advisory Board (to be created). The monies in this account will be ~~utilized-used~~ to help fund and implement Grid and intersection improvement projects in the Reston Transit Station Areas.

Annual Review

An annual review shall be conducted by the Department of Transportation and submitted to the Reston Service District Advisory Board ~~(pending creation)~~ for review of the Reston Road Fund, the Grid and intersection improvement projects, and the contribution rates subject to the following:

Review the pace and location of residential and commercial development within Reston, as well as the construction schedule, funding status, and the funding mechanisms for Reston's transportation improvements, in concurrence with other road fund area review processes, to ensure a sustainable balance between development and transportation infrastructure.

This review may result in adjustments to ensure that: the estimated funding levels for such improvements are coordinated with the anticipated construction spending and the timing of construction; the funding is being spent in an appropriate and efficient manner; and the pace of the transportation improvements and the pace of residential and non-residential development are proceeding substantially in tandem, as set forth in the Comprehensive Plan.

This review should be based on the most current data and information available at the time of the review, including whether the assumptions upon which the proposed funding mechanisms projects were based are still valid or whether they should be changed. The review should include a process that incorporates participation from all stakeholders.

Changes to these guidelines, as appropriate, may be submitted with the annual assessment.

Sunset Provision

The Reston Road Fund will be discontinued upon completion of construction of all Grid and intersection improvements identified in the Reston Phase I Comprehensive Plan Amendment approved by the Fairfax County Board of Supervisors on February 11, 2014.

APPENDIX A

A GUIDE TO CALCULATING CONTRIBUTIONS TO THE RESTON ROAD FUND IN ACCORDANCE WITH THE ~~PROCEDURAL~~ GUIDELINES ADOPTED BY THE FAIRFAX COUNTY BOARD OF SUPERVISORS ON February 28, 2017, AS AMENDED.

STEP 1: Total ~~required~~ Recommended Contribution:

Amount of Gross Square Footage (and/or # dwelling units) multiplied by the current Reston Road Fund rate = total ~~required~~ recommended contribution amount.

~~rate = total required contribution.~~

STEP 2: Anticipated ~~"In-Kind" contributions~~ Creditable Improvements:

Cost to construct a portion or portions of "off-site" ~~Grid-grid~~ and intersection improvement projects, or costs associated with other Creditable Improvements as described in the Guidelines, consistent with bonding practices and verified and approved by FCDOT prior to site plan approval.

STEP 3: Total ~~Required~~ Recommended Contribution Less ~~Applicable Credits~~ Creditable Improvements

Dollar value in Step 1 less the sum of Step 2 will result in the net contribution due the Reston Road Fund. (Note: if the sum of Step 2 is greater than the value of Step 1 then any additional credits may be applied to future Reston Road Fund obligations.)

STEP 4: Reconciliation of the Reston Road Fund Contribution and Actual ~~"In-Kind" Construction~~ Creditable Improvement Costs Associated ~~With~~ the Construction of Reston Road Projects

Upon completion of Reston ~~"In-Kind" construction~~ Creditable Improvement projects, an applicant shall follow the ~~"Creditable Expense"~~ Creditable Improvement Guidelines Guide, contained in Appendix B, for final reconciliation of the Reston Road Fund Contribution (or applicable refund) and Actual ~~"In-Kind" Creditable Improvement Construction~~ Costs.

APPENDIX B

A GUIDE TO APPLY FOR ~~THE A REFUND/CREDIT FOR “OFF-SITE” CONSTRUCTION COSTS~~ ~~REFUND~~ ~~(Also Known as a “Creditable Expense”)~~ CREDITABLE IMPROVEMENTS

~~Assuming that a credit for contribution to the Reston Road Fund has not already been provided under the criteria described in the guidelines, it~~ is recommended that developers adhere to the following guidance to seek a credit or refund of road fund contributions for “off-site” construction expenditures. Upon completion of “off-site” construction projects approved by FCDOT and DPWES, the developer may submit documentation for reimbursement of project expenditures. The package should be submitted to FCDOT according to the guidelines below.

The package should include the following:

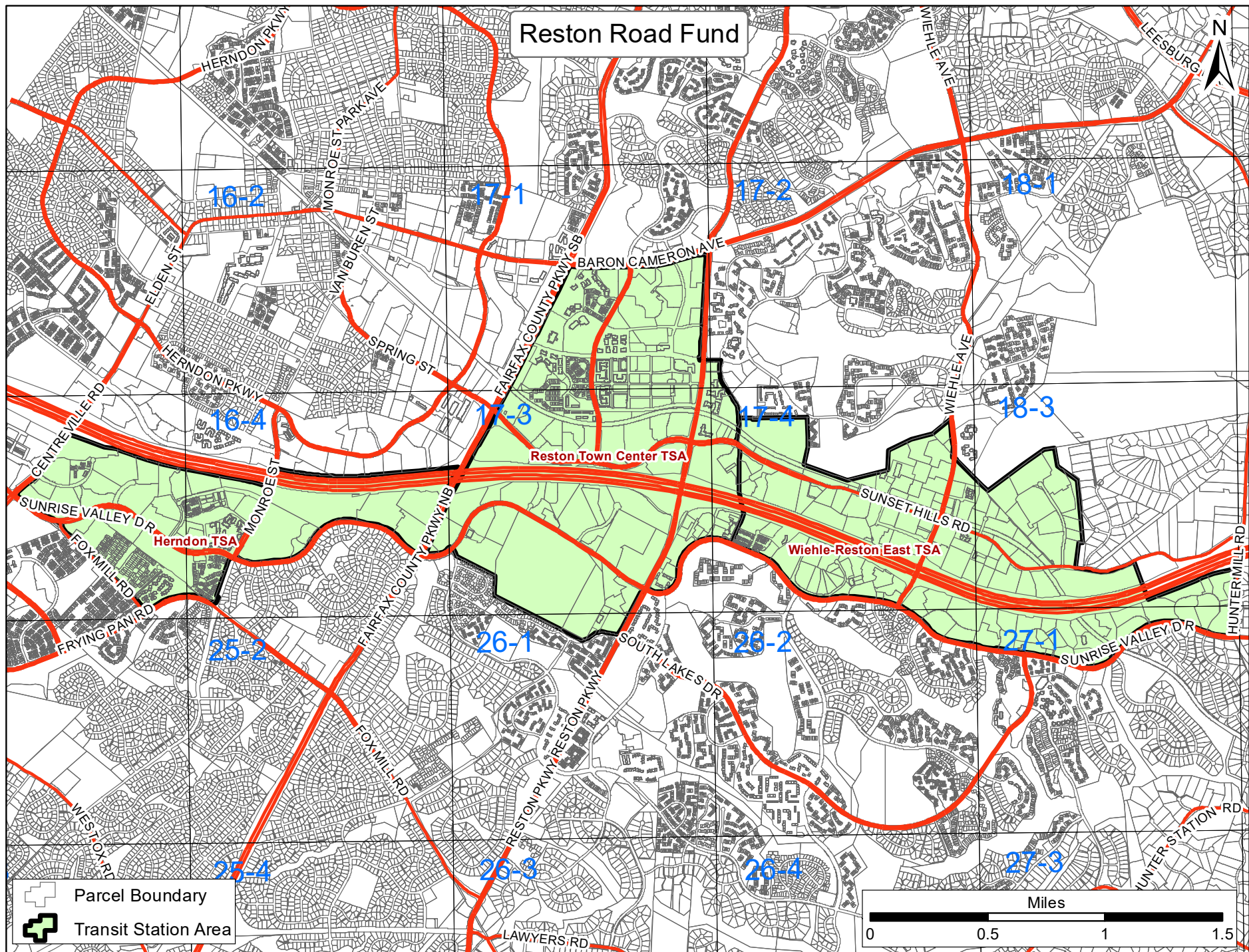
- Cover Letter - This letter should be from the original applicant or legal entity acting on their behalf addressed to the FCDOT director. The letter should outline the nature of the request for refund and the work that has been completed.
- Site Plan - This should be the site plan used in the construction of this project. Other plans such as signal, signage and striping plans may be requested as the application is reviewed.
- Invoices - All invoices that are directly related to the construction of the approved “off-site” construction project should be submitted. If construction is done simultaneously with other parts of the development, then the applicant must provide a separate accounting of the portion that applies to the “off-site” project. FCDOT staff will review the invoices for relevance to the project.
- A copy of the approved Land Use Action case with approved “off-site”Creditable Improvement project cost estimates and exhibits depicting the Creditable Improvement(s).
- Any documents recording the release of bond or acceptance of the project into the public right of way.

After submission, FCDOT staff will review the credit or refund request. When the review is completed, and approved by the department director, the applicant will receive notification in writing. The applicant ~~shall~~will be notified of the appropriate credit or receive the refund shortly after approval.

APPENDIX C

Reston Road Fund Rate Adjustment History

<u>Effective Date</u>	<u>Percent Increase</u>	<u>Non-Residential Rate per Square Foot</u>	<u>Residential Rate per Dwelling Unit</u>
<u>March 1, 2017</u>	<u>Initial Rate</u>	<u>\$9.56</u>	<u>\$2,090</u>
<u>March 1, 2018</u>	<u>2.50%</u>	<u>\$9.80</u>	<u>\$2,142</u>
<u>April 1, 2019</u>	<u>1.90%</u>	<u>\$9.99</u>	<u>\$2,183</u>



GUIDELINES FOR THE TYSONS GRID OF STREETS ~~TRANSPORTATION ROAD~~ FUND (THE TYSONS GRID FUND), Adopted January 8, 2013, Amended through [Approval Date Pending]

The following guidelines shall be used to establish, implement and operate the Tysons Grid of Streets ~~Transportation Road~~ Fund. Nothing in these guidelines is to be construed as a suggestion, request, or requirement for any proffer that may be deemed unreasonable under Va. Code § 15.2-2303.4, as amended.

The ~~Tysons Grid of Streets Road~~ Fund is intended to collect monies in conjunction with ~~residential and non-residential~~ development of property within the Tysons Corner Urban Center pursuant to any Planned Tysons Corner Urban District (PTC) rezoning action in this area. In addition to such rezonings, this will also include Special Exception and Special Permit applications (collectively "Land Use Actions") that result in an increase in building square footage. The boundary of the Tysons Corner Urban Center is defined in Area II of the 2010 Edition of the Tysons Corner Urban Center Comprehensive Plan (TCP), as amended.

~~Proffered commitments to provide monetary contributions to the Tysons Grid Fund are anticipated during review of zoning applications for land use changes that propose construction of new building square footage.~~ The funds will be used to construct sections of streets that cannot otherwise be built through private development in Tysons. Projects utilizing these funds are expected to be street links that will enhance transportation service within Tysons. The street sections constructed utilizing Tysons Grid Fund monies will include pedestrian, ~~and bicycle, and on-street~~ facilities in their design as recommended in the TCP.

Illustrations of the expected cross-sections for grid streets are available in the following documents: included with

- ~~§~~The Fairfax County Comprehensive Plan text; ~~and~~
- ~~§~~The Memorandum of Agreement between the Board of Supervisors of Fairfax County, Virginia and ~~the~~ Commonwealth of Virginia, Department of Transportation for ~~d~~Design ~~s~~Standards and ~~r~~Related ~~r~~Responsibilities for ~~m~~Maintenance of ~~s~~Streets as outlined in the Transportation Design Standards for Tysons Corner Urban Center signed September 13, 2011, as amended;
- The Tysons Corner Urban Design Guidelines endorsed by the Board of Supervisors on January 24, 2012, as amended will also apply.

These guidelines were adopted by the Board of Supervisors on January 8, 2013.

TYSONS GRID FUND CONTRIBUTION CRITERIA

The cash contribution rate for the Tysons Grid of Streets Transportation Fund provided by the private sector has been established by the Board of Supervisors and will be reviewed and adjusted annually by the annual rate of inflation, as calculated by referring to the Consumer Price Index for all urban consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, or Bureau of Labor Statistics, in conformance with Virginia Code Section 15.2-2303.3, Subsection B. The paragraphs that follow discuss the process to be undertaken to administer the Fund.

The ~~minimum recommended cash~~ contribution rate approved by the Board of Supervisors at the initial adoption of these guidelines is as follows:

For any zoning application proposing reconstruction of an improved site, construction on an unimproved site, or additional construction on an improved site, the contribution will be \$6.44 per gross square foot ("GSF") of building structure of the total proposed new non-residential space and \$1,000 per unit of the proposed new residential uses. The contribution formula does not apply to the GSF for public use facilities.

The Grid of Streets described within the TCP is needed to provide convenient connections within Tysons, distribute multi-modal traffic efficiently, and enhance the quality of the network through the use of 'complete streets'. The grid of streets is generally comprised of the street network that provides site access and circulation within Tysons. The TCP recommends that the private sector be responsible for on-site improvements, including construction of on-site portions of the grid, as well as for contributions to the Tysons Grid Fund to support the construction of off-site portions of the grid. The Tysons Grid Fund does not include the dedication of right-of-way for, or the construction of, streets traversing the Tysons Corner Urban Center when such roads lie within the site being developed.

The amount of the financial contribution ~~expected~~ for each application will be estimated ~~prior to before the rezoning~~ Land Use Action approval. The contribution rate at the time of Land Use Action approval will remain effective for a period of 2 years. If a site plan or subdivision plan (i.e. preliminary or final plat) is not submitted within 2 years from the development approval date, the contribution rate in effect at the time of site plan submission or final subdivision plat submission, will be used to identify the total contribution amount. Site Traffic Impact Analysis, Consolidated Traffic Impact Analysis, and/or traffic operational analysis data will be used at the time of ~~rezoning~~ Land Use Action to determine if an improvement is eligible for credit and the amount of credit (in whole or in part based on the Applicant's proportional impact on said improvement) as applicable. At site plan ~~submittal~~, the total financial contribution will be adjusted to reflect the deduction of any applicable credit and/or 'in-kind' contribution. ~~Creditable improvements will be applicable to the entire rezoning application.~~ 'In-kind' Creditable Improvement contributions (Creditable Improvements) are defined as those commitments made by the private sector towards the provision, in part or in total, of the construction of off-site grid ~~projects as defined previously.~~ Creditable improvements will be applicable to the entire rezoning application.

If an applicant elects at ~~rezoning~~ Land Use Action to construct or provide sufficient funds to construct a portion or portions of 'off-site' Grid of Streets transportation project(s), and is requesting credit against the contribution, a cost estimate will be provided by the applicant and must be reviewed by FCDOT consistent with bonding practice prior to site plan approval. Copies of these documents shall also be submitted to ~~DPWES~~ Land Development Services (LDS) for review and comment at the time of site plan approval.

~~Prior to or upon site plan approval~~ For non-residential development, the applicant will contribute 25 percent of the total ~~required~~ recommended contribution amount based on the actual GSF, minus any approved applicable credits, to be paid before or at time of site plan approval as discussed previously. No payment must be made, however, until after the applicant pays any fees for the issuance of a building permit for construction on property that is the subject of a rezoning, unless the applicant has proffered to make an earlier payment. The remaining 75 percent, less any further approved applicable credits, will be ~~required~~ paid before building occupancy permits are issued and will be assessed at the then current rate. This contribution approach is intended to facilitate the construction of Tysons Grid Transportation improvements prior to the occupancy of the new development.

For residential development, the applicant will contribute 100% of the total ~~required~~ recommended contribution based on the actual number of units in each building, less applicable credits, to be paid before issuance of Residential Use Permits, subject to the provisions in Virginia Code §15.2-2303.1:1 as it relates to cash proffers that are made on a

~~per-dwelling-unit or per-home basis. at the time residential use permits (RUPs) are issued, subject to the provisions in the Virginia Code.~~

Applicants seeking ~~rezoning~~ Land Use Action ~~approvals~~ in the Tysons Urban Center may receive credit against their contribution to the Tysons Grid of Streets ~~Transportation Road~~ Fund under one or more specific circumstances (Creditable Improvements). Creditable improvements will ~~be applicable~~ apply to the entire rezoning application and include the following. ~~‘Off-site’ street grid projects are defined for the purposes of this document as:~~

- ~~T~~hose portions of streets identified for construction in the TCP internal to the Tysons Corner Urban Center which are not within or adjacent to the boundaries of ~~sites the~~ area subject to the proposed development;~~;~~
- ~~construction~~ Construction of capacity and/or operational improvements to grid streets which are not otherwise required to directly address the impact of site generated traffic, and are not within the boundaries of or adjacent to sites subject to the proposed development;~~;~~
- ~~T~~raffic signals for grid street connections which are not otherwise required to directly address the impact of site generated traffic, and are not within the boundaries of or directly adjacent to sites subject to the proposed development;~~;~~
- ~~advance~~ Advance off-site land acquisition for construction of grid streets;~~;~~
- ~~construction~~ Construction of on-site grid of streets sections in advance of the development timelines negotiated and approved by FCDOT; ~~and;~~
- ~~dedication~~ Dedication of land or right-of-way for ~~‘off-site’~~ Grid of Streets projects, in which density credit has not been granted for the land to be dedicated. Right-of-way will be valued at the current County assessment. Alternatively, the applicant may elect to provide an appraisal in place of the assessment. In this circumstance- the applicant must procure, at its own expense, a County approved Virginia State Board licensed, MAI or SRA American Institute designated general appraiser who uses standard appraisal techniques in preparing the appraisal.

Unless otherwise approved by the Board of Supervisors at the time of ~~rezoning~~ Land Use Action approval, ~~several criteria, such as the above, are used to determine credit eligibility. Any single criterion or multiple criteria may apply to a development project and will be considered individually with each development proposal. Eligible Creditable Improvements may receive credits up to equal the value of the developments contribution to the fund. construction of qualifying projects to advance the grid which meet the criteria above are eligible to receive credit up to equal value of the development’s contribution to the fund.~~

TYSONS GRID TRANSPORTATION FUND ACCOUNT

A transportation fund account will be established and maintained by the County. All monies received will be placed in the account. Interest on monies in the account will accrue to the account and not the General Fund at the prevailing interest rate earned by the County, less up to one-half of one percent for administration. Any interest expended from the fund for administration will be reported annually to the Tysons Service District Advisory Board (created January, 8 2013). The monies in this account will be ~~utilized~~ used to help fund and implement grid roadway projects in the Tysons Urban Center.

Annual ~~Assessment~~ Review

An annual ~~assessment review shall will~~ be conducted by the Department of Transportation and submitted to the Tysons Service District Advisory Board for review of the Tysons Grid of Streets Fund, the Grid of Streets projects and the contribution rates subject to the following:

Review the pace and location of residential and commercial development within Tysons, as well as the construction schedule, funding status, and the funding mechanisms for Tysons' transportation improvements, in concurrence with other Transportation Fund Area review processes, to ensure a sustainable balance between development and transportation infrastructure.

~~It is understood that t~~This review may result in adjustments to ensure that: the estimated funding levels for such improvements are coordinated with the anticipated construction spending and the timing of construction; that the funding is being spent in an appropriate and efficient manner; and, that the pace of the transportation improvements and the pace of residential and non-residential development are proceeding substantially in tandem, as set forth in the Comprehensive Plan.

This review should be based on the most current data and information available at the time of the review, including whether the assumptions upon which the proposed funding mechanisms projects were based are still valid or whether they should be changed. The review should include a process that incorporates participation from all stakeholders. ~~If improvements beyond those identified in Table 7 are needed before 2050, and such are considered to be more effective in addressing traffic congestion, consideration could be given to substituting those improvements for projects currently included in Table 7, provided that such adjustments are consistent with and sustain the integrity of the recommended policies and overall allocation of funding responsibilities.~~ This review will also consider any new funding sources (such as parking fees) that have been established.

Changes to these guidelines, as appropriate, may be submitted with the annual ~~assessment review to the Board of Supervisors~~.

APPENDIX A

A GUIDE TO CALCULATING CONTRIBUTIONS TO THE TYSONS GRID OF STREETS ~~ROAD~~ FUND IN ACCORDANCE WITH THE ~~PROCEDURAL~~ GUIDELINES ADOPTED BY THE FAIRFAX COUNTY BOARD OF SUPERVISORS ON JANUARY 8, 2013, AS AMENDED.

STEP 1: Total ~~required~~ Recommended Contribution:

Amount of GSF (and/or # dwelling units) multiplied by the current Tysons Grid
of Streets ~~Transportation Road~~ Fund rate = total ~~required~~ recommended
contribution amount.

STEP 2: Anticipated ~~"In-Kind" contributions~~ Creditable Improvements:

Cost to construct a portion or portions of ~~"off-site"~~ grid street projects, or costs
associated with other Creditable Improvements as described in the Guidelines,
consistent with bonding practices and verified and approved by FCDOT prior to
site plan approval.

STEP 3: Total ~~Required~~ Recommended Contribution ~~Minus-Less~~ Applicable
~~Credits~~ Creditable Improvements

Dollar value in Step 1 minus the sum of Step 2 will result in the net
contribution due the Tysons Grid ~~Transportation of Streets Road~~ Fund. (Note:
if the sum of Step 2 is greater than the value of Step 1 then any additional
credits may be applied to future Tysons Grid of Streets ~~Road~~ Fund obligations.)

STEP 4: Reconciliation of the Tysons-~~Wide Road~~ Grid of Streets Road Fund Contribution
and Actual ~~"In-Kind" Construction~~ Creditable Improvement Costs Associated
With the Construction of Tysons-~~Wide Road~~ Grid of Streets Projects

Upon completion of ~~Tysons-Wide~~ Grid of Streets ~~"In-Kind"~~
~~construction~~ Creditable Improvement projects, an applicant shall follow the
~~"Creditable Expense"~~ Creditable Improvement ~~Guidelines~~ Guide, contained
herein, for final reconciliation of the Tysons-~~Wide Road~~ Grid of Streets Road
Fund Contribution (or applicable refund) and Actual Creditable
Improvement ~~"In-Kind" Construction~~ Costs.

APPENDIX B

A GUIDE TO APPLY FOR ~~THE A REFUND/CREDIT FOR 'OFF-SITE' CONSTRUCTION COST~~ ~~REFUND~~ ~~(Also Known as a 'Creditable Expense')~~ CREDITABLE IMPROVEMENTS

~~Assuming credit for contribution to the Fund has not already been provided under the criteria described in the guidelines, it~~ It is recommended that developers adhere to the following guidance to seek a credit or refund ~~for of road fund contributions for 'off-site' construction expenditures relating to Creditable Improvements.~~ Upon completion of Creditable Improvement ~~'off-site' construction~~ projects approved by FCDOT and DPWESLDS, the developer may submit documentation for reimbursement of project expenditures. The package should be assembled according to the guidelines directly below and submitted to FCDOT.

The package should include the following:

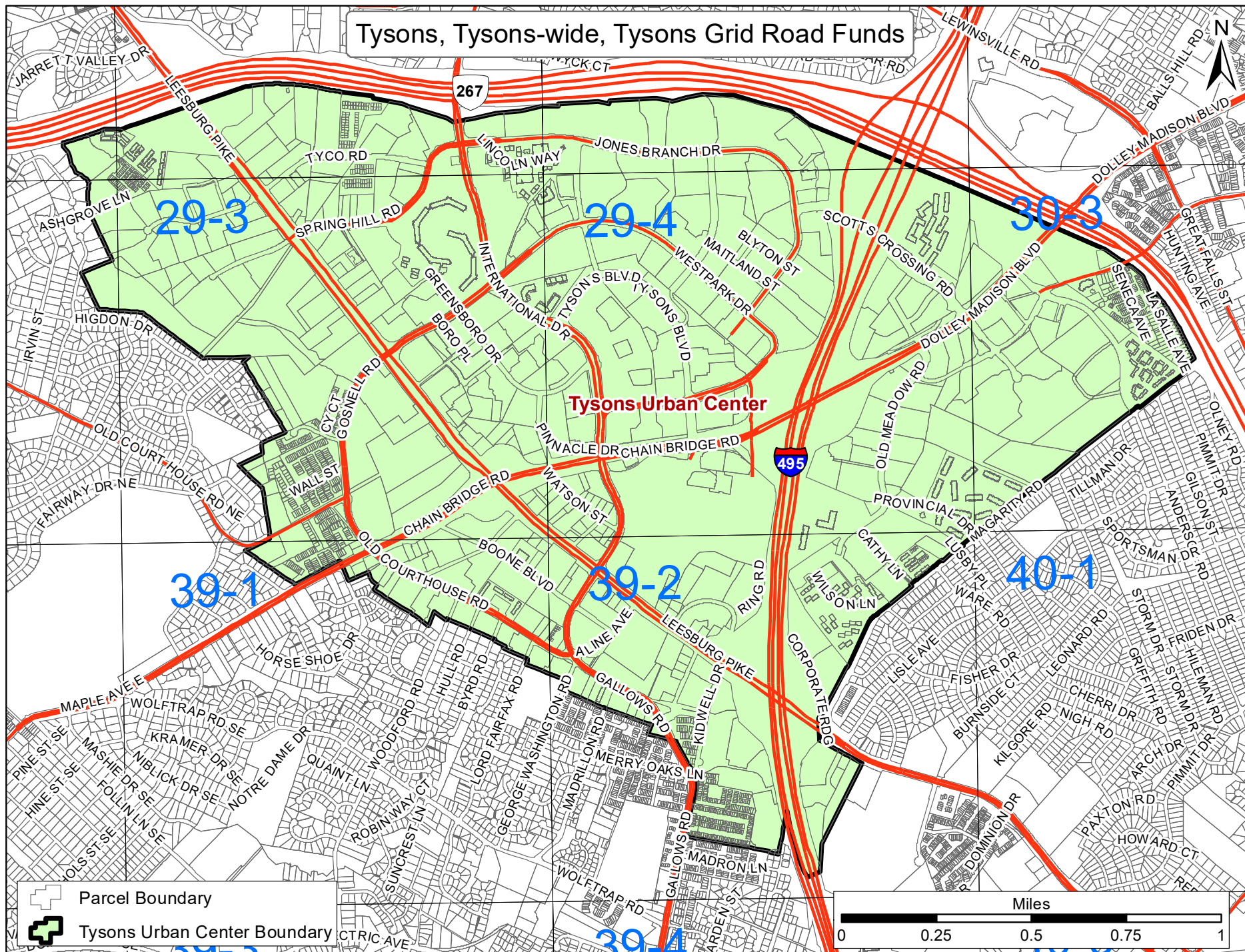
- Cover Letter - This letter should be from the original applicant or legal entity acting on their behalf addressed to the FCDOT director. The letter should outline the nature of the request for refund and the work that has been completed.
- Site Plan - This should be the site plan used in the construction of this project. Other plans such as signal, signage and striping plans may be requested as the application is reviewed.
- Invoices - All invoices that are directly related to the construction of the approved 'off-site' construction project should be submitted. If construction is done simultaneously with other parts of the development, then the applicant must provide a separate accounting of the portion that applies to the 'off-site' project. FCDOT staff will review the invoices for relevance to the project.
- A copy of the approved ~~rezoning Land Use Action~~ case with approved ~~'off-site' project~~ Creditable Improvement project cost estimates and exhibits depicting the Creditable Improvement(s).
- Any documents recording the release of bond or acceptance of the project into the public right of way.

After submission, FCDOT staff will review the credit or refund request. When the review is completed, and approved by the department director or his designee, the applicant will receive notification in writing. The applicant ~~shall will~~ be notified of the appropriate credit or receive the refund shortly after approval.

Appendix C

TYSONS GRID OF STREETS ROAD FUND RATE ADJUSTMENT HISTORY

<u>Effective Date</u>	<u>Percent Increase</u>	<u>Non-Residential Rate per Square Foot</u>	<u>Residential Rate per Dwelling Unit</u>
<u>January 8, 2013</u>	<u>Initial Rate</u>	<u>\$6.44</u>	<u>\$1,000</u>
<u>February 1, 2014</u>	<u>1.98%</u>	<u>\$6.57</u>	<u>\$1,020</u>
<u>February 1, 2015</u>	<u>2.18%</u>	<u>\$6.71</u>	<u>\$1,042</u>
<u>February 3, 2016</u>	<u>0.25%</u>	<u>\$6.73</u>	<u>\$1,045</u>
<u>March 1, 2017</u>	<u>2.04%</u>	<u>\$6.87</u>	<u>\$1,066</u>
<u>March 1, 2018</u>	<u>2.5%</u>	<u>\$7.04</u>	<u>\$1,093</u>
<u>April 1, 2019</u>	<u>1.9%</u>	<u>\$7.17</u>	<u>\$1,114</u>



GUIDELINES FOR THE TYSONS-WIDE ~~TRANSPORTATION-ROAD~~ FUND (THE TYSONS-WIDE FUND), Adopted January 8, 2013, Amended through [Approval Date Pending]

The following guidelines shall be used to establish, implement, and operate a fund for Tysons-Wide road improvements listed in Table 7 of the Comprehensive Plan. Nothing in these guidelines is to be construed as a suggestion, request, or requirement for any proffer that may be deemed unreasonable under Va. Code § 15.2-2303.4, as amended.

The Tysons-wide Road Fund is intended to collect monies in conjunction with residential and non-residential development of property within the Tysons Corner Urban Center pursuant to any Planned Tysons Corner Urban District (PTC) rezoning action in this area. In addition to such rezonings, this will also include Special Exception and Special Permit applications (collectively with rezonings, “Land Use Actions”) that result in an increase in building square footage. The boundary of the Tysons Corner Urban Center is defined in Area II of the 2010 Edition of the Tysons Corner Urban Center Comprehensive Plan (TCP), as amended.

Proffered Commitments to provide monetary contributions to the fund are anticipated from zoning-Land Use Actions applications for land use changes that propose construction of new building square footage. The funds will be used to construct or implement transportation projects identified as “Tysons-Wide” in Table 7.

The street sections constructed utilizing Tysons-Wide Transportation Fund monies will include pedestrian and bicycle facilities in their design as recommended in the TCP.

Illustrations of the expected cross-sections for road improvements are included with the available in the following documents:

- The Fairfax County Comprehensive Plan text;
- -and The Memorandum of Agreement between the Board of Supervisors of Fairfax County, Virginia, and Commonwealth of Virginia, Department of Transportation for design standards and related responsibilities for maintenance of streets as outlined in the Transportation Design Standards for Tysons Corner Urban Center signed September 13, 2011, as amended;
- —The Tysons Corner Urban Design Guidelines endorsed by the Board of Supervisors on January 24, 2012, will also apply as amended.

These following criteria guidelines were adopted by the Board of Supervisors on January 8, 2013.

TYSONS-WIDE TRANSPORTATION FUND CONTRIBUTION CRITERIA

The cash contribution rate for the Tysons-Wide Transportation-Road Fund improvements, provided by the private sector, has been established by the Board of Supervisors and will be reviewed and adjusted annually by the annual rate of inflation, as calculated by referring to the Consumer Price Index for all urban consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, or Bureau of Labor Statistics, in conformance with Virginia Code Section 15.2-2303.3, Subsection B. The paragraphs that follow discuss the process to administer the Fund.

A number of improvements to the existing roadway and transportation infrastructure are necessary to improve access to, and within, the Tysons Corner Urban Center. These improvements are identified as “Tysons-~~W~~wide Road Improvements” in Table 7 of the Comprehensive Plan and are listed in Appendix C of these guidelines. These projects include, but are not limited to, new access points from the Dulles Toll Road, and expanded capacity to interstate and arterial roads. The Tysons-~~W~~wide Transportation Fund represents part of the private sector’s participation in the funding and implementation of road projects that serve a broader public transportation function.

The recommended cash contribution rate approved by the Board of Supervisors at the initial adoption of these guidelines is as follows:

For any zoning application proposing reconstruction of an improved site, construction on an unimproved site, or additional construction on an improved site, the contribution will be \$5.63 per gross square foot (“GSF”) of building structure of the total proposed new non-residential space and \$1,000 per unit of the proposed new residential uses. The contribution formula does not apply to the GSF for public use facilities.

The amount of the financial contribution anticipated from each Land Use Action application will be estimated prior to the ~~rezoning~~-Land Use Action approval. The contribution rate at the time of approval will remain effective for a period of 2 years. If a site plan or subdivision plan (i.e. preliminary or final plat) is not submitted within 2 years from the development approval date, the contribution rate in effect at the time of site plan submission or final subdivision plat submission, will be used to identify the total contribution required amount. Site Traffic Impact Analysis, Consolidated Traffic Impact Analysis, and/or traffic operational analysis data will be used at the time of ~~rezoning~~-Land Use Action to determine if an improvement is eligible for credit and the amount of credit (in whole or in part based on the Applicant’s proportional impact on said improvement) as applicable. At site plan submittal, the total financial contribution will be adjusted to reflect the deduction of any applicable credit and/or ‘in-kind’ contribution. ‘In-kind’ Creditable Improvement contributions (Creditable Improvements) are defined as those commitments made by the private sector towards the provision, in part or in total, of the design and construction of qualifying Tysons-~~W~~wide road projects.

Credit for land dedicated for the described purposes will be based upon the ~~property’s~~ County’s ~~assessment~~-assessed value ~~which is~~ in effect at the time of site plan submission, provided density credits have not been granted for the land to be dedicated. The applicant, prior to ~~rezoning~~-Land Use Action approval, ~~shall~~-must indicate ~~his~~-its intent to either seek credit for a Tysons-wide dedication or density credit. Dedication of land for site access improvements (i.e., turn lanes at driveways) will not be eligible for credit toward the required financial contribution.

If an applicant elects ~~at rezoning~~-at Land Use Action approval to construct or provide sufficient funds to construct a portion or portions of Tysons-~~W~~wide transportation project(s), beyond improvements identified and proffered in the zoning review as necessary to offset site-generated traffic, and is requesting credit against the contribution, a cost estimate will be provided by the applicant and will be reviewed and, if acceptable, approved by FCDOT consistent with bonding practice ~~prior to~~before site plan approval. Copies of these documents

shall also be submitted to ~~DPWES~~ Land Development Services (LDS) for review and comment at the time of site plan approval.

The applicant will contribute 100% ~~percent~~ of the total ~~recommended~~ ~~required~~ contribution ~~amount~~ for each building, less applicable credits, at the time non-residential use permits (Non-RUPs) or residential use permits (RUPs) are issued, based on the actual GSF and/or number of units in each building, subject to ~~the applicable~~ provisions in the Virginia Code ~~and, including, without limitation, Virginia Code §15.2-2303.1:1 as it relates to cash proffers that are made on a per-dwelling-unit or per-home basis.~~

Applicants seeking ~~rezoning~~ Land Use Actions ~~approvals~~ in the Tysons Urban Center may receive credit against their contribution to the Tysons-~~Wide~~ Transportation Road Fund under specific circumstances (Creditable Improvements). Creditable improvements will ~~be applicable~~ apply to the entire ~~rezoning~~ Land Use Action application and include the following. ~~Unless otherwise approved by the Board of Supervisors at the time of rezoning, the criteria for receiving credit are described as follows:~~

- Construction of road projects specifically identified in Appendix C that are not otherwise required to address the impact of site generated traffic (construction credit);
- Dedication of land or right-of-way from the applicable site for road projects specifically identified in Appendix C (dedication credit) that are not for site access or otherwise are not required to address directly the impact of site generated traffic. Right-of-way will be ~~valued at~~ based on the County's ~~assessment~~ assessed value at the time of site plan submission. Alternatively, the applicant may elect to provide an appraisal in place of the assessment. In this circumstance- the applicant must procure, at its own expense, a County approved Virginia state board licensed MAI or SRA American Institute designated general appraiser who uses standard appraisal techniques in preparing the appraisal;
- Acquisition of off-site land for construction of road projects specifically identified in Appendix C. Land that receives acquisition credit is not eligible for dedication credit; and,
- Construction of road projects specifically identified in Appendix C in advance of the development timelines negotiated and approved by FCDOT.

Unless otherwise approved by the Board of Supervisors at the time of Land Use Action approval, several criteria, such as the above, are used for determining credit eligibility. Any single criterion or multiple criteria may apply to a development project and will be considered individually with each development proposal. Eligible Creditable Improvements may receive credits up to equal the value of the development's contribution to the fund.

TYSONS-WIDE ~~TRANSPORTATION ROAD~~ FUND ACCOUNT

A ~~transportation road~~ fund account will be established and maintained by the County. All monies received will be placed in the account. Interest on monies in the account will accrue

to the account and not ~~to~~ the General Fund at the prevailing interest rate earned by the County, less up to one-half of one percent for administration. Any interest expended from the fund for administration will be reported annually to the Tysons Service District Advisory Board (created January 8, 2013). The monies in this account will be ~~utilized~~used to help fund and implement Tysons-wide projects in the Tysons Area.

Annual ~~Assessment~~Review

An annual ~~assessment review~~ shall will be conducted by the Department of Transportation and submitted to the Tysons Service District Advisory Board for review of the Tysons-~~W~~wide Transportation Fund, projects, and the contribution rates subject to the following:

Review the pace and location of residential and commercial development within Tysons, as well as the construction schedule, funding status, and the funding mechanisms for Tysons' transportation improvements, in concurrence with other Transportation Fund Area review processes, to ensure a sustainable balance between development and transportation infrastructure.

~~It is understood that T~~his review may result in adjustments to ensure that: the estimated funding levels for such improvements are coordinated with the anticipated construction spending and the timing of construction; ~~that~~ the funding is being spent in an appropriate and efficient manner; and, that the pace of the transportation improvements and the pace of residential and non-residential development are proceeding substantially in tandem, as set forth in the Comprehensive Plan.

This review should be based on the most current data and information available at the time of the review, including whether the assumptions upon which the proposed funding mechanisms and projects were based are still valid or whether they should be changed. The review should include a process that incorporates participation from all stakeholders. ~~If~~ improvements beyond those identified in Table 7 are needed before 2050, and such are considered to be more effective in addressing traffic congestion, consideration could be given to substituting those improvements for projects currently included in Table 7, provided that such adjustments are consistent with and sustain the integrity of the recommended policies and overall allocation of funding responsibilities. This review will consider any new funding sources (such as parking fees) that have been established.

Changes to these guidelines, as appropriate, may be submitted with the annual ~~assessment review to the Board of Supervisors~~.

APPENDIX A

A GUIDE TO CALCULATING CONTRIBUTIONS TO THE TYSONS-~~W~~-WIDE TRANSPORTATION FUND IN ACCORDANCE WITH THE ~~PROCEDURAL~~ GUIDELINES ~~ORIGINALLY~~ ADOPTED BY THE FAIRFAX COUNTY BOARD OF SUPERVISORS ON JANUARY 8, 2013, AS AMENDED.

STEP 1: Total ~~required~~ Recommended Contribution:

Amount of GSF (and/or # dwelling units) multiplied by the current Tysons-Wide Transportation Fund rate = total ~~required~~ recommended contribution amount.

STEP 2: Anticipated ~~"In-Kind" contributions~~ Creditable Improvements:

The cost to construct a portion or portions of ~~'off-site'~~ Tysons-wide projects, or costs associated with other Creditable Improvements, as described in the Guidelines, consistent with bonding practices and verified and approved by FCDOT prior to site approval. Plus, if applicable, the value of Right of Way to be dedicated according to the procedures in the guidelines.

STEP 3: Total ~~Required~~ Recommended Contribution ~~Minus-less~~ Applicable Credits Creditable Improvements

Dollar value in Step 1 minus the sum of Step 2 will result in the net contribution due the Tysons-~~W~~wide Transportation Road Fund. (Note: if the sum of Step 2 is greater then the value of Step 1 then any additional credits may be applied to future Tysons-~~W~~wide Road Fund obligations.)

STEP 4: Reconciliation of the Tysons-~~W~~wide Road Fund Contribution and Actual ~~"In-Kind" Construction~~ Creditable Improvement Costs Associated ~~W~~with the Construction of Tysons-~~W~~wide Road Projects

Upon completion of Tysons-~~W~~wide "In-Kind" construction Creditable Improvement projects, an applicant shall follow the "Creditable Expense Improvements" Guidelines Guide, contained herein, for final reconciliation of the Tysons-~~W~~wide Road Fund Contribution (or applicable refund) and Actual "In-Kind" Creditable Improvement Construction Costs.

APPENDIX B

A GUIDE TO APPLY FOR ~~A REFUND/CREDIT FOR THE 'OFF-SITE' CONSTRUCTION/Right-of-Way COSTS CREDIT~~ (Also Known as a 'Creditable Expense') CREDITABLE IMPROVEMENTS

~~Assuming credit for a contribution to the Fund that has not already been provided under the criteria described in the guidelines, it~~ is recommended that developers adhere to the following guidance to seek a credit or refund of road fund contributions for ~~'off-site' construction~~ Creditable Improvement expenditures. Upon completion of ~~'off-site' construction~~ Creditable Improvement projects approved by FCDOT and ~~DPWESLDS~~, the developer may submit documentation for reimbursement or credit of project expenditures. The package should be assembled according to the guidelines directly below and submitted to FCDOT.

The package should include the following:

- Cover Letter - This letter should be from the original applicant or legal entity acting on their behalf addressed to the FCDOT director. The letter should outline the nature of the request for refund and the work that has been completed.
- Site Plan - This should be the site plan used in the construction of this project. Other plans such as signal, signage and striping plans may be requested as the application is reviewed.
- Invoices - All invoices that are directly related to the construction of the approved ~~'off-site' construction~~ Creditable Improvement project should be submitted. If construction is done simultaneously with other parts of the development, then the applicant must provide a separate accounting of the portion that applies to the ~~'off-site'~~ Creditable Improvement project. FCDOT staff will review the invoices for relevance to the project.
- A copy of the approved ~~rezoning~~ Land Use Action case with approved ~~'off-site'~~ Creditable Improvement project cost estimates, and exhibits depicting the Creditable Improvement(s).
- Any documents recording the release of bond or acceptance of the project into the public right of way.

After submission, FCDOT staff will review the credit or refund request. When the review is completed and approved by the department director or his designee, the applicant will receive notification in writing. The applicant ~~shall~~ will be notified of the appropriate credit or receive the refund shortly after approval.

APPENDIX C

TYSONS-WIDE TRANSPORTATION COSTS: 2012-2051 (DECEMBER 4, 2012 ESTIMATE)

<u>-</u>	<u>Project</u>	<u>Estimate (2012)</u>
<u>1</u>	<u>Rt.7 Widening from Rt.123 to 1-495</u>	<u>\$22,000,000</u>
<u>2</u>	<u>Boone Blvd Extension west from Rt.123 to Ashgrove Lane</u>	<u>\$126,000,000</u>
<u>3</u>	<u>Extension of Jones Branch Connection to inside 1-495 (Jones Branch Connector to Route 123)</u>	<u>\$41,000,000</u>
<u>4</u>	<u>Rt.7 Widening from the Dulles Toll Road to Reston Avenue</u>	<u>\$300,000,000</u>
<u>5</u>	<u>Greensboro Drive Extension west from Spring Hill Road to Rt.7</u>	<u>\$58,000,000</u>
<u>6</u>	<u>Dulles Toll Road Ramp to Greensboro Drive Extension</u>	<u>\$28,000,000</u>
<u>7</u>	<u>Dulles Toll Road Westbound Collector Distributor</u>	<u>\$124,000,000</u>
<u>8</u>	<u>Dulles Toll Road Eastbound Collector Distributor</u>	<u>\$62,000,000</u>
<u>9</u>	<u>Dulles Toll Road Ramp to Boone Blvd Extension</u>	<u>\$79,000,000</u>
<u>10</u>	<u>Rt.123 Widening from Rt.7 to 1-495</u>	<u>\$20,000,000</u>
<u>11</u>	<u>Rt.123 Widening from Old Courthouse Road to Rt.7</u>	<u>\$8,000,000</u>
<u>12</u>	<u>Rt.7 Widening between 1-495 and 1-66</u>	<u>\$71,000,000</u>
<u>13</u>	<u>Widen Magarity Road from Lisle/Rt.7 to Great Falls Street</u>	<u>\$63,000,000</u>
<u>14</u>	<u>1-495 Overpass at Tysons Corner Center</u>	<u>\$18,000,000</u>
<u>15</u>	<u>Widen Gallows Road from Rt.7 to Prosperity Ave.</u>	<u>\$94,000,000</u>
<u>16</u>	<u>1-495 Additional Lane (Outer Loop between Rt. 7 and 1-66)</u>	<u>\$74,000,000</u>
<u>17</u>	<u>Ramps Connecting Dulles Toll Road to Jones Branch Drive</u>	<u>\$38,000,000</u>
	<u>Total for road projects</u>	<u>\$1,226,000,000</u>

APPENDIX D

TYSONS-WIDE ROAD FUND RATE ADJUSTMENT HISTORY

<u>Effective Date</u>	<u>Percent Increase</u>	<u>Non-Residential Rate per Square Foot</u>	<u>Residential Rate per Dwelling Unit</u>
<u>January 8, 2013</u>	<u>Initial Rate</u>	<u>\$5.63</u>	<u>\$1,000</u>
<u>February 1, 2014</u>	<u>1.98%</u>	<u>\$5.74</u>	<u>\$1,020</u>
<u>February 1, 2015</u>	<u>2.18%</u>	<u>\$5.87</u>	<u>\$1,042</u>
<u>February 3, 2016</u>	<u>0.25%</u>	<u>\$5.90</u>	<u>\$1,045</u>
<u>March 1, 2017</u>	<u>2.04%</u>	<u>\$6.02</u>	<u>\$1,066</u>
<u>March 1, 2018</u>	<u>2.50%</u>	<u>\$6.17</u>	<u>\$1,093</u>
<u>April 1, 2019</u>	<u>1.90%</u>	<u>\$6.29</u>	<u>\$1,114</u>



Proposed Guidelines to the Centreville and the Tysons Road Funds, and Updates to Existing Road Fund Guidelines

Board Transportation Committee
February 12, 2019

Janet Nguyen
Transportation Planner
Fairfax County Department of Transportation

Overview/Background



Road funds pool developer contributions from a specific area and are used to construct **roadway improvements** that are not otherwise built through private development in that area.



Funds are anticipated in conjunction with **residential and/or non-residential development** through proffers and commitments to County road funds.



Collections may occur as part of any rezoning (**RZ**), proffered commitment amendment (**PCA**), Special Exception (**SE**), or Special Permit (**SP**) Application.

Current County Road Funds

Fairfax
Center Area

Centreville
Area

Tysons

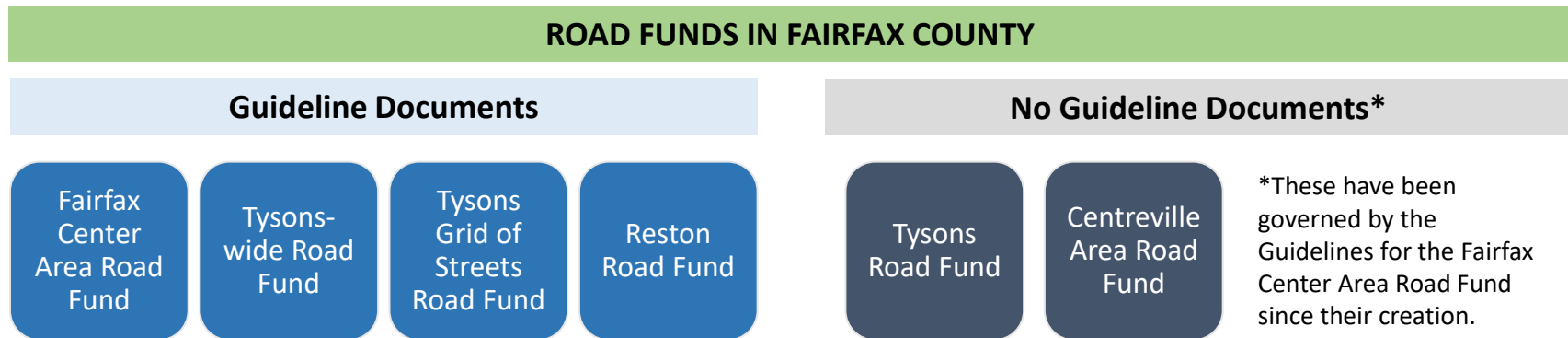
Tysons-
wide

Tysons Grid
of Streets

Reston

Road Fund Guidelines

Guideline documents are used to **describe each road fund's purpose** and to direct staff in the **implementation** and **operation** of each fund. Of the **6** road funds currently administered by the County, **4** have corresponding written guideline documents.



Proposed Guidelines and Updates to Existing Guidelines



The cash contribution rate for each road fund is reviewed and adjusted annually by the annual rate of inflation.*



The adjusted rate is submitted to the Board of Supervisors for approval.



Several of the existing guidelines stipulate that changes to the guidelines, as appropriate, may be submitted with the annual [road fund rates] adjustment.

*As calculated by referring to the Consumer Price Index for all urban consumers (CPI-U), 1982-1984=100 (not seasonally adjusted) as reported by the United States Department of Labor, or Bureau of Labor Statistics.

Proposed Centreville Area and Tysons Road Fund Guidelines

The **Centreville Area** and **Tysons Road Funds** have always been implemented based on the policies and procedures set in the guidelines for the **Fairfax Center Area Road Fund**.



Guidelines to the Fairfax Center Area
(and Centreville Area Road Fund)
(and Tysons Road Fund)

Proposed Centreville Area and Tysons Road Fund Guidelines

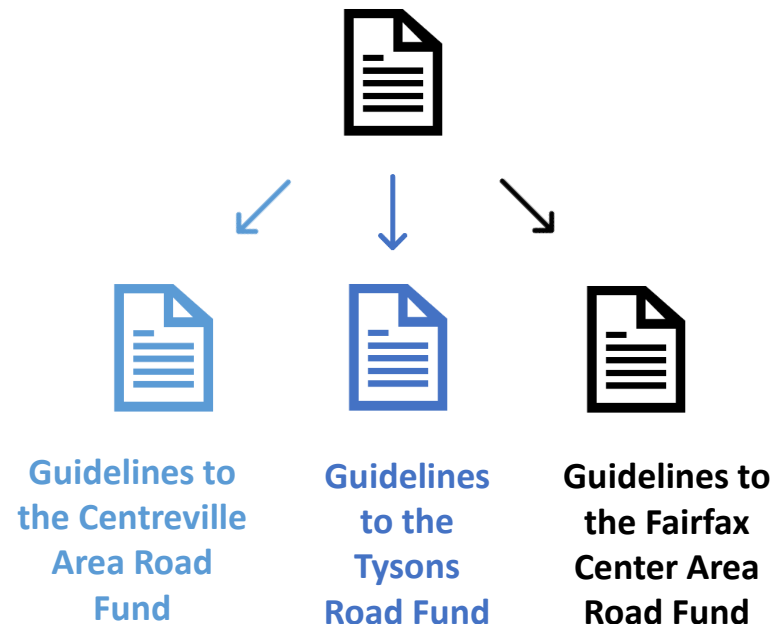
Staff Recommendation:

With the next road fund rate adjustment item, staff will recommend the adoption of new separate guidelines for the Centreville Area Road Fund and the Tysons Road Fund.

Benefits of separate guidelines:

- Avoids confusion in administration and implementation of funds.
- Allows area specific items to be addressed.

Guidelines to the Fairfax Center Area Road Fund



Proposed Centreville Area and Tysons Road Fund Guidelines



Proposed guidelines will help to provide clarity to property owners and staff.



Proposed guidelines will still be based on policies and procedures set in the Guidelines for the Fairfax Center Area Road Fund.



Proposed guidelines will include some aspects and formatting of the most current guidelines (Tysons-wide, Tysons Grid, and Reston).

Proposed Updates to Existing Guidelines

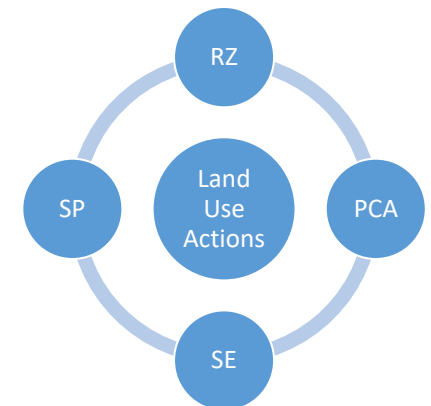
In addition to the creation of new guidelines, **updates are also proposed to existing road fund guidelines** for the Fairfax Center Area, Tysons-wide Transportation Fund, Tysons Grid of Streets Transportation Fund, and the Reston Road Fund.

Proposed updates are intended to do the following:

- ✓ Ensure that fund policies comply with current proffer legislation.
- ✓ Provide clarifications that reflect the actual intent and historical administration of each fund.
- ✓ Provide clarifications to creditable improvement language to provide better information to applicants.
- ✓ Keep the timing of contributions and the types of expenses that may be creditable the same. There are no major changes to the timing and amount of contributions (other than inflationary increases).
- ✓ Correct typographical errors.

Proposed Updates to Existing Guidelines

- Inclusion of guideline **adoption date** and most recent **amendment date** in titles, if available.
- Renaming the **Tysons-wide Transportation Fund** and **Tysons Grid of Streets Transportation Fund** to be **known as road funds**, to be consistent with other road fund names.
- Use of term the **Land Use Action(s)** to describe rezoning, special exception, and special permit actions.
- Use of the term **Creditable Improvements** to describe in-kind, off-site, improvements that qualify for Road Fund credits or refunds.

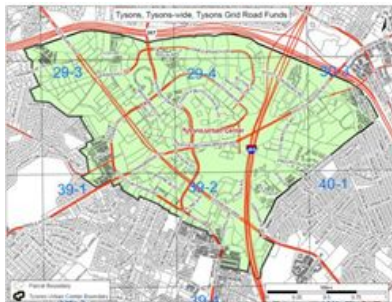


Proposed Updates to Existing Guidelines

- Clarification that upon approval of a Land Use Action, the contribution rate at the time of approval will remain effective for a period of two years.
 - The contribution amount for each development is determined by the effective rate at the time of the land use action (rezoning, special exception, special permit) approval by the board.
 - Upon approval, the contribution rate at the time of approval will remain effective for a period of 2 years.
 - If a site plan or subdivision plan (i.e. preliminary or final plat) is not submitted within two years from the development approval date, the contribution rate, which is in effect at the time of site plan submission or final subdivision plat submission, will be utilized to identify the total contribution required.
 - This follows a road funds policy that has been set in the Fairfax Center Area since 1982 and applies to all road funds.

Proposed Updates to Existing Guidelines

- Addition of language to reference Virginia legislation in relevant sections such as in paragraphs that describe the collection and timing of road fund contributions. Contribution schedules remain the same.
- Addition of rate histories.
- Addition of maps to clarify road fund boundaries, for example, to address overlap between the Fairfax Center Area and Centreville Area Road Funds.



Timing



Proposed guidelines and updates to existing road fund guidelines will be brought to the board along with the Road Funds Rate Adjustment Action Item on **March 19, 2019**.



New road fund rates are proposed to be effective April 1, 2019.

Proposed Adjustment to Rates

Inflation rate for 2018 based on the Consumer Price Index published by the US Department of Labor, Bureau of Labor Statistics.

December 2018

Over the last 12 months, the all items index increased 1.9 percent before seasonal adjustment.

Road Fund Area	Type	Current Rate	Inflationary Increase	Proposed Rate
Fairfax Center	non-residential	\$6.21	x 1.019	\$6.33
	residential	\$1,376	x 1.019	\$1,402
Centreville	non-residential	\$6.67	x 1.019	\$6.80
	residential	\$2,637	x 1.019	\$2,687
Tysons	non-residential	\$4.57	x 1.019	\$4.66
	residential	\$1,014	x 1.019	\$1,033
Tysons-wide	non-residential	\$6.17	x 1.019	\$6.29
	residential	\$1,093	x 1.019	\$1,114
Tysons Grid of Streets	non-residential	\$7.04	x 1.019	\$7.17
	residential	\$1,093	x 1.019	\$1,114
Reston	non-residential	\$9.80	x 1.019	\$9.99
	residential	\$2,142	x 1.019	\$2,183

Q&A

Questions & Discussion

ACTION – 2

Approval of Project Agreements Between the Department of Rail and Public Transportation (DRPT) and Fairfax County to provide Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds for Operation of Five Connector Stores

ISSUE:

The Fairfax County Department of Transportation (FCDOT) is seeking the Board's approval of project agreements between DRPT and the County to provide CMAQ program funds, and matching funds, for the operation of five Connector Stores.

RECOMMENDATION:

The County Executive recommends that the Board approve the attached Project Agreements with DRPT (Attachments 1 and 2) and authorize the Director of the Department of Transportation to execute the finalized Agreements substantially in the form of Attachments 1 and 2 on behalf of Fairfax County.

TIMING:

Board action is requested on March 19, 2019, so DRPT can reimburse the County for expenses associated with this project.

BACKGROUND:

With passage of the Clean Air Act Amendments of 1990, Congress implemented strategies to attain the National Ambient Air Quality Standards (NAAQS). The 1990 amendments required reductions in the amount of allowable vehicle tailpipe emissions, initiated more stringent control measures in areas that still failed to meet the NAAQS, known as nonattainment areas, and provided for a stronger, more rigorous link between transportation and air quality planning. Further establishing this link, Congress passed the Intermodal Surface Transportation Efficiency Act-the ISTEA of 1991. This legislation recognized the role that transportation plays in reducing harmful emissions. Part of this approach was the newly authorized CMAQ Program. The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief.

Jointly administered by the FHWA and the Federal Transit Administration (FTA), the CMAQ Program has been reauthorized under every successive Transportation Bill up to and including the Fixing America's Surface Transportation (FAST) Act in 2015. The program provides a flexible funding source for transportation projects that help improve

Board Agenda Item
March 19, 2019

air quality and reduce congestion. State and local governments can use the funding to support efforts to meet NAAQS under the Clean Air Act in both nonattainment and maintenance areas for carbon monoxide, ozone, and particulate matter.

As of January 2015, the Washington D.C. metropolitan area was designated by the Environmental Protection Agency (EPA) as “Marginal” nonattainment for the 2008 ozone standard. The region has made significant progress in reducing emissions of ozone precursors such as, volatile organic compounds (VOC) and nitrogen oxides (NOx) from both transportation and non-transportation sectors over the years. As a result, the region met the 2008 ozone standard of 75 parts per billion (ppb) based on the data for the period 2012 through 2014. The region is currently working on developing a request for EPA to re-designate the area to attainment for the 2008 ozone standard along with a required demonstration to maintain compliance in the future (maintenance plan).

However, EPA published a revised and tougher health based ozone standard of 70 ppb in October 2015. The draft data for the period 2014 through 2016 shows the region’s design value for ozone at 72 ppb. Further, in December 2017, the EPA sent a preliminary list of counties and cities designated as nonattainment. All the counties and cities within the Metropolitan Washington Council of Governments Transportation Planning Board jurisdictions were on the preliminary list of areas designated as nonattainment.

The region needs to attain the 2015 ozone standard of 70 ppb by August 2021. The draft data for the period 2016 through 2018 shows the region’s design value for ozone at 72 ppb. The region had its first Code Red air quality day in the summer of 2018, since the summer of 2012. These show that even though the region has made significant progress in reducing emissions, it needs to continue its efforts to further reduce emissions to meet the 2015 ozone NAAQS.

The Connector Stores grant is used to fund the operating costs of five Fairfax Connector Stores. The stores provide information to potential riders of the Fairfax Connector bus system and various other transit systems in Northern Virginia. They distribute schedules and help plan trips using public transportation with the end result of reducing congestion on the roads and vehicle emissions. This grant has been awarded to the County for several years.

FISCAL IMPACT:

Funding from the Commonwealth is provided on a reimbursement basis after the purchase and/or project is completed. These funds are already included in Fund 40000, County Transit Systems, in Fairfax County’s FY 2019 Adopted Budget. There will be no fiscal impact to the General Fund, if this item is approved, and no local match

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is required. These funds, totaling \$580,000, will be retroactive from December 17, 2018, the effective date of the agreement, and are available through December 31, 2019.

ENCLOSED DOCUMENTS:

Attachment 1: Agreement for the Use of Federal Highway Administration Congestion Mitigation Air Quality Program Funds, FY 2019

Attachment 2: Project Agreement between the Virginia Department of Rail and Public Transportation and Fairfax County for the Provision of Funding for the Connector Transit Stores

Attachment 3: Resolution: CMAQ Funding for Connector Transit Stores

STAFF:

Rachel Flynn, Deputy County Executive

Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)

Todd Wigglesworth, Division Chief, Coordination and Funding Division, FCDOT

Dwayne Pelfrey, Division Chief, Transit Services Division, FCDOT

Malcolm Watson, Transportation Planner, FCDOT

ASSIGNED COUNSEL:

Daniel Robinson, Assistant County Attorney

AGREEMENT
FOR THE USE OF
FEDERAL HIGHWAY ADMINISTRATION
CONGESTION MITIGATION AIR QUALITY PROGRAM FUNDS
FISCAL YEAR 2019
PROJECT 47019-04
CM 5B01 (003)
UPC T207
FAIRFAX COUNTY

<u>Section No.</u>	<u>Description</u>
	Introduction
1	Purpose and Source of Funds
2	Project Budget
3	Requisitions and Payments
4	Termination
5	Contracts of the Grantee
6	Restrictions, Prohibitions, Controls, and Labor Provisions
7	Liability Waiver and Insurance Requirements
8	Compliance with Title VI of the Civil Rights Act of 1964
9	Incorporation of Provisions
10	Special Provisions
Appendix A	Project Description and Budget
Appendix B	Restrictions, Prohibitions, Controls, and Labor Provisions
Appendix C	Title VI
Appendix D	Audit Guidelines

This Project Agreement ("Agreement"), effective December 17, 2018, by and between the Commonwealth of Virginia Department of Rail and Public Transportation ("Department") and Fairfax County ("Grantee") (collectively, the "Parties"), is for the provision of funding the Fairfax Connector Transit Stores ("Project").

WHEREAS, under provisions set forth under 23 U.S.C. § 149, the Congestion Mitigation and Air Quality Improvement ("CMAQ") program was established to fund transportation projects or programs that are likely to contribute to attainment of national ambient air quality standards or maintain national ambient air quality standards in maintenance areas; and

WHEREAS, the Parties wish to secure and utilize these 23 U.S.C. § 149 grant funds to reduce traffic congestion, maximize the use of existing public transportation and to help improve air quality and mobility by providing commuter assistance; and

WHEREAS, on December 17, 2018, the Federal Highway Administration ("FHWA") approved funding for the Project.

NOW, THEREFORE, in consideration of the mutual covenants set forth herein, and other good and valuable consideration, the sufficiency of which is acknowledged, the Parties agree as follows:

SECTION 1. Purpose and Source of Funds

Provided the requirements of this Agreement are met, the Department agrees to make available to the Grantee the sum of \$464,000 in 23 U.S.C. § 149 CMAQ Federal funds. This amount is provided to carry out the work activities described in the approved Project scope of work in Appendix A, attached and made a part of this Agreement. The

Project is contained in the approved Transportation Improvement Plans of both the urbanized area of which the Grantee is a part and the Commonwealth of Virginia ("Commonwealth"). It is understood that in this Agreement, the Department is merely serving as the entity to distribute Federal government funding, and the funds provided in this Agreement are not Commonwealth funds.

SECTION 2. Project Budget

The Project Budget is the latest requested by the Grantee and approved by the Department. The Project Budget is contained in the attached Appendix A and is made a part of this Agreement. The Grantee shall carry out the Project and shall incur obligations against and make disbursements of the Project funds only in conformity with the latest approved budget for the Project. Indirect costs are an allowable expense if they are based on a cost allocation plan that has been approved by the Department.

Federal funds provided in this Agreement are contingent upon FHWA funding. In no event shall the Department be liable to the Grantee for any portion of the Federal share of the Project cost. The Department's responsibility for the Project cost shall be limited to the cost of coordination and processing of the Grantee's reimbursement requests to the FHWA.

SECTION 3. Requisitions and Payments

- a. Requests for Payment by the Grantee. The Grantee will make requests for payment of eligible costs as defined in 23 U.S.C. § 601. The request for payment will be for the Federal share of the total Project cost at the rate of Federal

participation shown in the Project Budget. In order to receive payments, the Grantee must:

1. Submit a reimbursement request in the OLGA Grants Management System to the Department; and
 2. Identify the source or sources of the non-Federal share of financial assistance under this Project from which the payment is to be derived.
- b. Upon receipt of satisfactory documentation, the Department will use all reasonable means to electronically transfer funds for the Federal share of allowable costs to the Grantee within 30 days.

SECTION 4. Termination

For convenience. The Department may terminate this Agreement at any time without cause by providing written notice to the Grantee of such termination.

Termination shall be effective on the date of the receipt of notice by the Grantee. In the event of such termination, the Grantee shall be compensated for allowable costs as defined by the State Master Agreement, through the date of receipt of the written termination notice from the Department.

SECTION 5. Contracts of the Grantee

Without prior written authorization by the Department, the Grantee shall not: (1) assign any portion of the work to be performed under this Agreement; (2) execute any contract, amendment, or change order concerning this Agreement; or (3) obligate itself in any manner with any third party with respect to its rights and responsibilities under this

Agreement. Further, the Grantee may not issue a Request for Proposal ("RFP") that uses 23 U.S.C. § 149 CMAQ funds without prior review and approval of the RFP by the Department.

SECTION 6. Restrictions, Prohibitions, Controls, and Labor Provisions

The Grantee shall comply with all of the restrictions, prohibitions, controls, and labor provisions set forth in Appendix B, attached and made a part of this Agreement.

SECTION 7. Liability Waiver and Insurance Requirements

The Grantee shall not seek redress for damages or injury caused in whole or in part by the Commonwealth or the Department, and their respective officers, agents, and employees acting within the scope of their duties. The Grantee shall reimburse the Commonwealth, the Department, and their respective officers, agents, and employees for any damage or injury arising from or relating to the use by the Grantee, its officers, agents, or employees of funds provided under this Agreement.

The Grantee hereby certifies that it is covered by and will keep in force either: (a) a comprehensive liability self-insurance plan administered by Virginia's Division of Risk Management providing protection against liability and claims pursuant to § 2.2-1839 of the *Code of Virginia* (1950), as amended (the "DRM Plan"); (b) a commercial insurance policy acceptable to the Department ("Commercial Insurance"); or (c) a liability self-insurance program acceptable to the Department providing equal or better coverage than the DRM Plan ("Self-Insurance Program").

- (a). The DRM Plan. If the Grantee chooses to satisfy its obligations under this Section by procuring the DRM Plan:
1. The Commonwealth and the Department, and their respective officers, agents, and employees shall be “additional covered parties” under the DRM Plan.
 2. The Grantee shall provide the Department a Certificate of Liability Coverage that states, “The Commonwealth and the Department, and their respective officers, agents, and employees shall be indemnified to the extent permitted by law in terms of being added as additional covered parties pursuant to and specific to this Certificate.”
- (b). Commercial Insurance. If the Grantee chooses to satisfy its obligations under this Section by procuring Commercial Insurance:
1. The Grantee shall obtain an endorsement to the Commercial Insurance naming the Commonwealth and the Department, and their respective officers, agents, and employees as additional insureds under the policy.
 2. The Grantee shall provide the Department a Certificate of Insurance providing evidence of the required coverage and naming the Commonwealth and the Department, and their respective officers, agents, and employees as additional insureds.
- (c). Self-Insurance Program. If the Grantee chooses to satisfy its obligations under this Section through a Self-Insurance Program:

1. The Grantee shall provide evidence of the authority for such Self-Insurance Program, evidence of the limits of the Self-Insurance Program, and evidence that the Self-Insurance Program is funded to an actuarially sound level.
2. The Grantee shall provide the Department with a certificate or letter from an authorized Grantee official confirming coverage for the duration of the Agreement.

The requirements of this Section shall not be deemed to limit any other obligations or liabilities of the Grantee.

The Grantee shall be responsible to pay the full amount of any deductibles or self-insured retentions of any coverages.

SECTION 8. Compliance with Title VI of the Civil Rights Act of 1964

The Grantee shall comply with the provisions of Title VI of the Civil Rights Act of 1964, and the provisions in Appendix C, attached and made a part of this Agreement.

SECTION 9. Incorporation of Provisions

The Grantee shall make all covenants and provisions of this Agreement a part of any contracts and subcontracts relating to the Project which utilize the funds provided in this Agreement. These covenants and provisions shall be made binding on any contractor, subcontractor, and their agents and employees. In addition, the following required provision shall be included in any advertisement for procurement for the Project:

Statement of Financial Assistance: This contract is subject to a financial assistance contract between the Commonwealth of Virginia and the United States Department of Transportation ("U.S. DOT").

SECTION 10. Special Provisions

- a. Special Condition Pertaining to Financing CMAQ Projects.
Sufficient funds must be available from the U.S. DOT and an adequate liquidating cash appropriation must have been enacted into law before payments may be made to the Grantee under this Agreement.
- b. All funds made available by this Agreement are subject to audit by the Department or its designee, and by the FHWA or its designee. Current audit guidelines for the Department are set forth in Appendix D, attached and made a part of this Agreement.

This area intentionally left blank

IN TESTIMONY THEREOF, the Department and the Grantee have caused this Agreement to be executed, each by their duly authorized officers, all as of the day, month, and year first written.

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: _____
Director

Date Signed: _____

By: _____

Title: _____

Date Signed: _____

Appendix A: Project Description and Budget

Grantee: Fairfax County

Project: Fairfax Connector Transit Stores

**FHWA Grant Number CM 5B01 (003)
UPC T207**

Project Number: 47019-04

Project Start Date: December 17, 2018

Project Expiration Date: December 31, 2019

Fund Code		Item Amount
401	Federal Grant Amount (share of Project cost - 80%)	\$464,000
472	State expense (share of Project cost - 20%)	\$116,000
	Total Project Expense	\$580,000

In no event shall this grant exceed \$464,000.

Appendix B: Restrictions, Prohibitions, Controls, and Labor Provisions

- a. The Grantee, its agents, employees, assigns, or successors, and any persons, firms, or agency of whatever nature with whom it may contract or make agreement, in connection with this Agreement, shall not discriminate against any employee or applicant for employment because of age, race, religion, handicap, color, sex, or national origin. The Grantee shall take affirmative action to ensure that applicants are employed and that employees are treated during their employment without regard to their age, race, religion, handicap, color, sex, or national origin. Such actions shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
- b. Disadvantaged Business Enterprises ("DBE"). It is the policy of the U.S. DOT that DBEs, as defined in 49 C.F.R. pt. 26, have the maximum opportunity to participate in the performance of contracts financed in whole or in part with the Federal funds under this Agreement. Consequently, the DBE requirements of 49 C.F.R. pt. 26 apply to this Agreement.

The recipient or its contractors shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. DOT-assisted contract or in the administration of its DBE program or the requirements of 49 C.F.R. pt. 26. The recipient shall take all necessary and reasonable steps under 49 C.F.R. pt. 26 to ensure nondiscrimination in the award and administration of U.S. DOT-assisted contracts. The recipient will utilize the Virginia Department of Transportation's DBE program, as required by 49 C.F.R. pt. 26 and as approved by the U.S. DOT, which is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. § 3801 *et seq.*).

Pursuant to the requirements of 49 C.F.R. pt. 26, the following clause must be inserted in each third party contract:

"The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 C.F.R. pt. 26 in the award and administration of U.S. DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited

to: (1) withholding monthly progress payments; (2) assessing sanctions; (3) liquidated damages; and/or (4) disqualifying the contractor from future bidding as non-responsible.”

- c. Interest of Member of, or Delegates to, Congress. No member of, or delegate to, the Congress of the United States shall be admitted to any share or part of this Agreement or to any benefit arising therefrom.
- d. Conflict of Interest. The Grantee and its officers and employees shall comply with the provisions of the State and Local Government Conflict of Interests Act, §§ 2.2-3100 *et seq.* of the *Code of Virginia* (1950), as amended.
- e. The Grantee, its agents, employees, assigns, or successors, and any persons, firm, or agency of whatever nature with whom it may contract or make an agreement, shall comply with the provisions of the Fair Employment Contracting Act, §§ 2.2-4200 *et seq.* of the *Code of Virginia* (1950), as amended.

Appendix C: Title VI

During the performance of this Agreement, the Grantee, for itself, its assignees, and successors in interest, agrees as follows:

- a. **Compliance with Regulations:** The Grantee shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (U.S. DOT), 49 C.F.R. pt. 21, as amended ("Regulations").
- b. **Nondiscrimination:** The Grantee, with regard to the work performed by it during the term of this Agreement, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Grantee shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations.
- c. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding or negotiation, made by the Grantee for work to be performed under a subcontract, including procurements of materials, leases, 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 race, color, sex, or national origin.
- d. **Information and Reports:** The Grantee shall provide all information and reports developed as a result of or required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Department or the FHWA to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of the Grantee is in the exclusive possession of another who fails or refuses to furnish this information, the Grantee shall so certify to the Department or the FHWA, as appropriate, and shall set forth the efforts it has made to obtain this information.
- e. **Sanctions for Noncompliance:** In the event of the Grantee's noncompliance with the nondiscrimination provisions of this Agreement, the Department shall impose such Agreement sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 1. Withholding of payments to the Grantee under the Agreement until the Grantee complies; and/or
 2. Cancellation, termination, or suspension of the Agreement in whole or in part.

- f. **Incorporation of Provisions:** The Grantee shall include the requirements of paragraphs a through f in every subcontract (making clear that the requirements on the Grantee are in turn required of all subcontractors), including procurements of materials and leases of equipment, unless exempt by the regulations or directives issued pursuant thereto. The Grantee shall take such action with respect to any subcontract or procurement as the Department or the FHWA may direct as a means of enforcing such provisions, including sanctions for noncompliance; provided, however, that in the event the Grantee becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Grantee must immediately notify the Department so that steps can be taken to protect the interests of the Department and the United States.

Appendix D: Audit Guidelines

- a. The Grantee shall comply with the requirements of the Single Audit Act Amendments of 1996, 31 U.S.C. § 7501 *et seq.*, and applicable U.S. DOT "Single Audit" requirements of 2 C.F.R. pt. 1201, which incorporate by reference 2 C.F.R. pt. 200. It sets forth standards for obtaining consistency and uniformity among Federal agencies for the audit of States, local governments, and non-profit organizations expending Federal awards.
- b. Additional guidance is as follows:
 1. Eligibility of costs is stressed for expenditures made within the grants. 2 C.F.R. pt. 200 Subpart E should be referenced and applied. Generally, some of the problems encountered are:
 - A. Unacceptable or no cost allocation plan, usually for "indirect costs."
 - B. Arbitrary allocation of costs.
 - C. Failure to maintain time and attendance records.
 - D. Failure to keep accurate track of employee time spent on each of several grants.
 - E. Improper documentation.
 2. The report should have sufficient schedules, either main or supplementary, that identify beginning balances, revenues, expenditures by line item and individual grants, and fund balances. Department-issued grants should be separated. A schedule of ineligible costs should also be included if such costs are found.
 3. The report should present a schedule of indirect costs and be presented in a manner that indicates the method of developing the costs (including fringe benefits). Indirect costs should be analyzed for eligibility of costs included (interest, taxes, etc.).
 4. Costs should be classified to identify expenditures by the Grantee in contrast to disbursements actually passed through to subrecipients. The scope of the audit should include expenditures made by the subrecipients and be identified in the audit report. This includes consultants, subconsultants, and any other recipient of pass through funds.
 5. Generally speaking, it is left up to the auditor's professional judgment to determine materiality in selection of parameters for sample testing and recognition of errors. However, it is suggested that the size of each individual grant in the entity be considered when selecting parameters rather than total overall operation of the entity.
 6. The following groups should be sent copies of the audit reports:

- A. Two copies of the audit reports and two copies of the OIG Review of the Report are to be sent to:

Virginia Department of Rail and Public Transportation
Attention: Donald Karabaich, Audit Manager
600 East Main Street, Suite 2102
Richmond, VA 23219

- B. Grantees expending more than \$500,000 a year in Federal assistance must forward a copy of the audit to a central clearinghouse designated by OMB.

Federal Audit Clearinghouse
Bureau of the Census
1201 E. 10th St.
Jefferson, IN 47132

- C. If your independent annual single audit contains U.S. DOT program findings, a copy of the entire audit report must be submitted to your FHWA Regional Office. If your agency receives funds from more than one U.S. DOT agency and the FHWA is your point of contact for all DBE program issues, then you must submit the entire audit report if it contains any findings related to any U.S. DOT program.
- D. If your independent annual single audit report contains no U.S. DOT program findings, a copy of only the Federal Clearinghouse transmittal sheet must be submitted to your FHWA Regional Office.

**Project Agreement for Use of
Commonwealth Transportation Funds
Fiscal Year 2019
Six Year Improvement Program Approved Project
Federal Highway Administration Grant Number 5B01 (003)
Grant Number 47019-04**

This Project Agreement ("Agreement"), effective December 17, 2018, by and between the Commonwealth of Virginia Department of Rail and Public Transportation ("Department") and Fairfax County ("Grantee") (collectively, the "Parties"), is for the provision of funding the Fairfax Connector Transit Stores ("Project").

WHEREAS, on June 20, 2017, the Commonwealth Transportation Board ("CTB") allocated funding for the Project; and

WHEREAS, on December 17, 2018, the Federal Highway Administration ("FHWA") approved funding for the Project; and

WHEREAS, the Department provides state matching funds to Federal funds for approved projects in the Six Year Improvement Program; and

WHEREAS, the Parties wish to define the extent of the Project, the responsibilities of each Party, the manner of performing the necessary Work, the method and time of payment, and to set out additional conditions associated with the Project.

NOW, THEREFORE, in consideration of the covenants and agreements set forth, and other good and valuable consideration, the sufficiency of which is acknowledged, the Parties agree as follows:

ARTICLE 1. SCOPE OF WORK, TERM AND BUDGET

1. The Work to be performed by the Grantee under the terms of this Agreement is as follows:
 - a. Fairfax Connector Transit Stores.
2. The Department agrees to provide funding as detailed below:
 - a. State grant funding in the amount of \$116,000 to match Federal funds for the Project approved in the Fiscal Year 2018 Six Year Improvement Program. Details concerning this funding are contained in Appendix 1, which is attached and made a part of this Agreement.
3. The Grantee acknowledges that state grant funding for this grant is subject to appropriation by the General Assembly of Virginia and allocation by the CTB.

**ARTICLE 2. INCORPORATION OF MASTER AGREEMENT
FOR USE OF COMMONWEALTH FUNDS**

The Parties agree to incorporate the Master Agreement for Use of Commonwealth Transportation Funds, dated May 30, 2012, as if set out in full herein.

This space intentionally left blank

IN TESTIMONY THEREOF, the Department and the Grantee have caused this Agreement to be executed, each by their duly authorized officers, all as of the day, month, and year first written.

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: _____
Director

Date Signed: _____

By: _____

Title: _____

Date Signed: _____

Appendix 1

Grantee: Fairfax County

Project: Fairfax Connector Transit Stores

**FHWA Grant 5B01 (003)
UPC T207**

Project Number: 47019-04

Project Start Date: December 17, 2018

Project Expiration Date: December 31, 2019

Fund Code		Item Amount
472	Grant Amount (State share of Project cost - 20%)	\$116,000
401	Federal expense (share of Project cost - 80%)	\$464,000
	Total Project Expense	\$580,000

In no event shall this grant exceed \$116,000.

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, March 19, 2019, at which meeting a quorum was present and voting, the following resolution was adopted.

AGREEMENT EXECUTION RESOLUTION

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Fairfax, Virginia, authorizes the Director of the Department of Transportation to execute, on behalf of the County of Fairfax, the attached Project Agreements with the Virginia Department of Rail and Public Transportation (DRPT) for the provision of Congestion Mitigation and Air Quality program funds for the operation of five Fairfax Connector Transit Stores.

Adopted this 19th day of March 2019, Fairfax, Virginia

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

ACTION - 3

Approval of the Project Agreement Between the Virginia Department of Rail and Public Transportation (DRPT) and Fairfax County for Fiscal Year (FY) 2019 Funding for the I-95 Transit and Transportation Demand Management Plan Operating Assistance (Lee, Mason and Mount Vernon Districts)

ISSUE:

Approval for the Director of the Department of Transportation to sign the Project Agreement with DRPT, to enable the County to receive FY 2019 funding for the I-95 Transit and Travel Demand Management (TDM) Plan operating assistance.

RECOMMENDATION:

The County Executive recommends that the Board authorize the Director of the Department of Transportation to sign the Project Agreement between DRPT and Fairfax County, in substantial form as Attachment 1, to fund Fairfax County's I-95 Transit and TDM Plan operating assistance.

TIMING:

The Board of Supervisors should act on this item on March 19, 2019, so that DRPT can release FY 2019 funding for the Transit and TDM Plan operating assistance.

BACKGROUND:

The I-95 Corridor Transit and TDM Plan was developed to provide the Commonwealth of Virginia with recommendations, including both operations and capital investments, to complement the I-95 High Occupancy Toll/High Occupancy Vehicle (HOT/HOV) lanes improvements. The plan is derived from the 2008 DRPT I-95/I-395 Transit/TDM Study. This plan maximizes utilization of the HOT/HOV lanes network and responds to the demand for increased public transportation and ridesharing. A multi-jurisdictional stakeholder group was formed early in the study process to provide technical input into the study. The stakeholder group held meetings at three key points during the study. These meetings resulted in defining cost-effective transit and TDM improvements for the I-95 corridor for 2015, 2035 and beyond. This grant is used to fund the operating cost of Fairfax Connector Route 393, which operates from the Saratoga Park-and-Ride and the Gambrill Road Park-and-Ride in the Springfield area to the Mark Center and the Pentagon.

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FISCAL IMPACT:

State grant funding of \$299,866 was approved in the FY 2019 Six-Year Improvement Program. Funding from the Commonwealth is provided on a reimbursement basis. Funding for this grant is currently appropriated in Fund 40000, County Transit Systems. There is not General Fund impact associated with this item.

ENCLOSED DOCUMENTS:

Attachment 1 – Project Agreement for Grant # 72019-46: I-95 Transit and TDM Plan Operating Assistance
Attachment 2 - Fairfax County Board of Supervisors Agreement Execution Resolution for the I-95 Transit and TDM Plan Operating Assistance Project Agreement

STAFF:

Rachel Flynn, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Todd Wigglesworth, Chief, Coordination and Funding Division, FCDOT
Malcolm Watson, Coordination and Funding Division, FCDOT

ASSIGNED COUNSEL:

Robert Falconi, Assistant County Attorney

**Project Agreement for Use of
Commonwealth Transportation Funds
Fiscal Year 2019
Six Year Improvement Program Approved Project
Grant Number 72019-46**

This Project Agreement ("Agreement") effective July 1, 2018 by and between the Commonwealth of Virginia Department of Rail and Public Transportation ("Department") and Fairfax County ("Grantee") (collectively, the "Parties") is for the provision of funding for I-95 Transit and Transportation Demand Management ("TDM") Plan operating assistance ("Project").

WHEREAS, on February 1, 2018, the Grantee submitted an application to the Department for funding for the Project in the Fiscal Year 2019 Six Year Improvement Program for I-95 Operating Assistance; and

WHEREAS, the Department has approved funding for the Project; and

WHEREAS, on June 20, 2018, the Commonwealth Transportation Board ("CTB") allocated funding for the Project; and

WHEREAS, the Parties wish to define the extent of the Project, the responsibilities of each Party, the manner of performing the necessary Work, the method and time of payment, and to set out additional conditions associated with the Project.

NOW, THEREFORE, in consideration of the covenants and agreements set forth, and other good and valuable consideration, the sufficiency of which is acknowledged, the Parties agree as follows:

ARTICLE 1. SCOPE OF WORK, TERM AND BUDGET

1. The Work to be performed by the Grantee under the terms of this Agreement is as follows:
 - a. Provide I-95 Transit and TDM Plan operating assistance.
2. The Department agrees to provide funding as detailed below:
 - a. State grant funding in the amount of \$299,866 for the Project approved in the Fiscal Year 2019 Six Year Improvement Program. Details concerning this funding are contained in Appendix 1, which is attached and made a part of this Agreement.
3. The Grantee acknowledges that state grant funding for this grant is subject to appropriation by the General Assembly and allocation by the CTB.

4. The State grant funding amount is calculated based on a 20 percent farebox recovery rate. If the farebox recovery rate exceeds 20 percent for the grant period, the Department will reduce future grants to the Grantee by the overfunded amount. If the actual farebox recovery rate falls below 20 percent for the grant period, the Grantee can request an amendment to this Agreement to provide for the additional net operating costs incurred.

ARTICLE 2. INCORPORATION OF MASTER AGREEMENT FOR USE OF COMMONWEALTH FUNDS

The Parties hereby agree to incorporate the Master Agreement for Use of Commonwealth Transportation Funds, dated May 30, 2012, as if set out in full herein.

This space intentionally left blank

IN TESTIMONY THEREOF, the Department and the Grantee have caused this Agreement to be executed, each by their duly authorized officers, all as of the day, month, and year first written.

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: _____
Director

Date Signed: _____

By: _____

Title: _____

Date Signed: _____

Appendix 1

Grantee: Fairfax County

**Project: I-95 Transit and TDM Plan Operating
Assistance**

State Project Agreement

Project Number: 72019-46

Project Start Date: July 1, 2018

Project Expiration Date: June 30, 2019

Fund Code		Item Amount
477	Grant Amount (State share of Project cost - 100%)	\$299,866
	Total Project Expense	\$299,866
In no event shall this grant exceed \$299,866.		

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, March 19, 2019, at which meeting a quorum was present and voting, the following resolution was adopted.

AGREEMENT EXECUTION RESOLUTION

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Fairfax, Virginia, authorizes the Director of the Department of Transportation to execute, on behalf of the County of Fairfax, a Project Agreement with the Virginia Department of Rail and Public Transportation (DRPT) for the provision of funding for the I-95 Transit and Transportation Demand Management Plan operating assistance.

Adopted this 19th day of March 2019, Fairfax, Virginia

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

ACTION – 4

Approval of a Resolution Requesting the Fairfax County Economic Development Authority (EDA) Issue Revenue Refunding Bonds Series 2019A for Six County Public Facilities Projects – James Lee Community Center, Herndon Harbor House, Bailey’s Community Center, Mott Community Center, Gum Springs Community Center, and South County Government Center (Providence, Dranesville, Mason, Springfield, and Mount Vernon Districts)

ISSUE:

Approval by the Board of Supervisors of a resolution (Attachment 1) to request a public bond sale by the EDA for Revenue Refunding Bonds Series 2019A for the Six County Public Facilities Projects – James Lee Community Center, Herndon Harbor House, Bailey’s Community Center, Mott Community Center, Gum Springs Community Center, and South County Government Center.

RECOMMENDATION:

The County Executive recommends approval of the resolution related to the issuance of EDA Revenue Refunding Bonds Series 2019A for the Six County Public Facilities Projects so that the County may achieve interest rate savings.

The Board should take the following action:

Approve the resolution requesting and approving the issuance of the EDA Revenue Refunding Bonds, which also authorizes the execution and delivery of the documents necessary for the bond sale.

TIMING:

Board action is requested on March 19, 2019.

BACKGROUND:

On February 23, 2010, Fairfax County conducted a refunding bond sale for the EDA Revenue Bonds (Six Public Facilities Projects) Series 2010. These bonds were issued to refinance previously issued bonds by the Fairfax County Redevelopment and Housing Authority (FCRHA) and the County (listed on the following page). Refinancing these issues into a single EDA transaction was recommended to promote efficiencies of administration, reduce costs as compared to two different issues, and maximize savings through a single structure.

- Fairfax County Redevelopment Housing Authority (FCRHA) Series 2004, James Lee;

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- FCRHA Series 1999, Herndon Harbor House;
- FCRHA Series 1998, Bailey's Community Center;
- FCRHA Series 1996, Mott & Gum Springs Community Centers; and
- Series 2000 Certificates of Participation, South County Government Center.

The Series 2010 bonds generated debt service savings, other financial benefits, and created efficiencies. These bonds are now callable and staff recommends that they should be refunded for debt service savings. The bond sale will not provide funding for any new projects and it will not extend the life of the original maturities. Therefore, the bonds will be retired in FY 2032. The bond sale is expected to occur on or about April 2, 2019, in accordance with the schedule of events (Attachment 3).

It should be noted that Attachments 2 through 5 may be subject to minor changes to satisfy final legal review and to provide the most current information possible for bidders. Any material changes will be noted and forwarded to the Board of Supervisors.

Finally, as part of staff's ongoing evaluation of refunding opportunities, staff anticipates recommending a refunding of the FCRHA Series 2009 (Wedgewood Apartments) to be presented to the Board of Supervisors as an Action Item in late spring 2019.

FISCAL IMPACT:

Based on market conditions as of February 13, 2019, the refunding totals approximately \$20.55 million and is estimated to generate net present value savings of \$1.76 million, or 8.56 percent of the refunded par amount. Actual savings will be dependent upon market conditions leading up to the day of the bond sale.

ENCLOSED DOCUMENTS:

Attachment 1: County Bond Resolution
Attachment 2: Economic Development Authority Revenue Bond Resolution
Attachment 3: Bond Sale Schedule of Events
Attachment 4: Preliminary Official Statement
Attachment 5: Second Supplemental Trust Agreement

STAFF:

Joseph Mondoro, Chief Financial Officer
Joseph LaHait, Debt Manager, Department of Management and Budget

ASSIGNED COUNSEL:

Patricia Moody McCay, Senior Assistant County Attorney, Office of the County Attorney

RESOLUTION REQUESTING THAT THE FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY ISSUE ITS REVENUE REFUNDING BONDS (SIX PUBLIC FACILITIES PROJECTS) SERIES 2019 TO REFUND THE FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY'S REVENUE BONDS (SIX PUBLIC FACILITIES PROJECTS) SERIES 2010 PREVIOUSLY ISSUED TO REFINANCE THE COUNTY'S OBLIGATIONS UNDER LEASES RELATING TO CERTAIN PROPERTIES, IN CONNECTION WITH THE COUNTY'S PRIOR EXERCISE OF ITS PURCHASE OPTIONS WITH RESPECT TO SUCH PROPERTIES PREVIOUSLY FINANCED WITH CERTAIN INDEBTEDNESS; APPROVING AND AUTHORIZING THE EXECUTION AND DELIVERY OF A SUPPLEMENT TO AN INSTALLMENT PURCHASE CONTRACT WITH THE FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY, A SUPPLEMENTAL TRUST AGREEMENT BETWEEN THE FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY AND A TRUSTEE, A PRELIMINARY OFFICIAL STATEMENT AND A FINAL OFFICIAL STATEMENT RELATING TO SUCH BONDS, AND A NOTICE CALLING FOR BIDS TO PURCHASE SUCH BONDS; MAKING A CONTINUING DISCLOSURE UNDERTAKING; AUTHORIZING THE EXECUTION AND DELIVERY OF SUCH OTHER DOCUMENTS AND AGREEMENTS RELATING TO SUCH TRANSACTIONS AS MAY BE NECESSARY OR REQUIRED; DELEGATING TO CERTAIN COUNTY OFFICERS POWER TO DETERMINE CERTAIN DETAILS OF SUCH TRANSACTIONS.

WHEREAS, Fairfax County, Virginia (the "County"), previously entered into capital lease obligations (the "Capital Leases") pursuant to which the County was obligated, on a subject to appropriation basis, to make rental payments that were used to pay debt service on the following obligations: (i) the \$29,000,000 aggregate initial principal amount of Certificates of Participation Series 2000, issued pursuant to a Trust Indenture, dated November 1, 2000, between MDP Buckman LLC and State Street Bank and Trust Company, N.A. (succeeded by U.S. Bank National Association), as trustee (the "South County Government Center COPs"); and (ii) (a) the \$6,390,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority's Lease Revenue Bonds (Mott and Gum Community Centers) Series 1996, issued pursuant to an Indenture of Trust, dated as of September 15, 1996, between Fairfax County Redevelopment Authority ("FCRHA") and Crestar Bank (succeeded by The Bank of New York Mellon Trust Company, N.A.), as trustee; (b) the \$5,500,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority's Lease Revenue Bonds (Bailey's Community Center) Series 1998 issued pursuant to an Indenture of Trust, dated as of December 1, 1998, between FCRHA and Crestar Bank (succeeded by The Bank of New York Mellon Trust Company, N.A.), as trustee; (c) the \$1,000,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority's Adult Day Health Care Center Lease Revenue Bonds (Herndon Harbor House Phase II Project) Series 1999 issued pursuant to a Trust Indenture, dated as of May 1, 1999, between FCRHA and Crestar Bank (succeeded by The Bank of New York Mellon Trust Company, N.A.), as trustee; and (d) the \$10,870,000 aggregate initial principal amount of the Fairfax County Redevelopment and

Housing Authority's Lease Revenue Bonds (James Lee Community Center) Series 2004 issued pursuant to an Indenture of Trust, dated as of August 1, 2004, between FCRHA and Wachovia Bank, National Association (succeeded by The Bank of New York Mellon Trust Company, N.A.), as trustee (collectively, the "FCRHA Indebtedness" and, together with the South County Government Center COPs, the "Original Obligations"), all such Original Obligations having been issued to finance the construction or improvement of projects leased to the County (the "Projects"); and

WHEREAS, all the Capital Leases and related documents contained provisions granting the County options to purchase the Projects (the "Purchase Options") financed by the Original Obligations; and

WHEREAS, the Board of Supervisors of Fairfax County (the "Board") previously determined that by exercising the Purchase Options on the Projects and providing for the redemption or defeasance of the Original Obligations, the County would realize net present value debt service savings and achieve administrative efficiencies; and

WHEREAS, the County requested the Fairfax County Economic Development Authority ("EDA") to issue bonds to finance the payment of the Purchase Options paid by the County; and

WHEREAS, the Board approved the form of a trust agreement (the "Trust Agreement") between EDA and a trustee, that provided for the issuance and security for bonds designated "Fairfax County Economic Development Authority Revenue Bonds (Six Public Facilities Projects)"; and

WHEREAS, the Board approved a first supplemental trust agreement between the EDA and a trustee, that set forth details of bonds, designated "Fairfax County Economic Development Authority Revenue Bonds (Six Public Facilities Projects), Series 2010" (the "Series 2010 Bonds"); and

WHEREAS, the Board approved the Installment Purchase Contract (the "Installment Purchase Contract") by the terms of which (i) EDA advanced the proceeds of the Series 2010 Bonds to the County, (ii) the County used such proceeds to exercise its Purchase Options on the Projects, (iii) the County sold its interest in the Projects to the EDA, (iv) EDA then sold back its interest in the Projects to the County, and (v) the County agreed to make Basic Contract Payments and Additional Contract Payments (as defined in the Installment Purchase Contract) therefor, on the terms and conditions therein set forth, sufficient to pay the principal of and interest on the Series 2010 Bonds and related expenses; and

WHEREAS, the Board has determined to request EDA to consider authorizing the refinancing of the Series 2010 Bonds by issuing "Fairfax County Economic Development Authority Revenue Refunding Bonds (Six Public Facilities Projects), Series 2019" (the "2019 Bonds"), pursuant to the Trust Agreement and the necessary documents to effect such refinancing and related transactions; and

WHEREAS, there has been presented to the Board a proposed form of a second supplemental trust agreement (the "Second Supplemental Trust Agreement") between EDA and a trustee that sets forth the details of the Series 2019 Bonds; and

WHEREAS, there has been presented to the Board a proposed form of the notice calling for bids by underwriters for the purchase of all (but not less than all) of the Series 2019 Bonds (the “Notice of Sale”); and

WHEREAS, there has been presented to the Board a proposed Preliminary Official Statement describing the Series 2019 Bonds, the EDA, the County and the Projects (the “Preliminary Official Statement”); and

WHEREAS, the County will undertake primary responsibility for any annual and other reports, notices or disclosures that may be required under Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended, and make a continuing disclosure undertaking; and

WHEREAS, the Board has duly reviewed and considered the forms of the Trust Agreement, the Second Supplemental Trust Agreement, the Preliminary Official Statement and the Notice of Sale and has determined that each is in acceptable form; and

WHEREAS, the Board has determined that it is necessary to delegate to each of the Chairman and Vice Chairman of the Board and the County Executive and the Chief Financial Officer of the County (each, a “Delegate”) the power to approve the issuance by EDA of the Series 2019 Bonds, the sale by the Authority of the Series 2019 Bonds and the details of these transactions, but subject to the guidelines and standards established hereby and to make appropriate certifications and agreements in connection with these transactions; now, therefore,

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

SECTION 1. EDA is hereby requested to authorize and issue the Series 2019 Bonds in an aggregate principal amount not to exceed \$21,000,000 for the purpose of refunding the Series 2010 Bonds (including underwriting and net bond discounts, closing cost and issuance expenses), as provided in the Trust Agreement and Second Supplemental Trust Agreement on a date no later than December 31, 2019; provided, the net present value of the savings to be obtained from the redemption or defeasance of the 2010 Bonds with the proceeds of the Series 2019 Bonds is not less than three percent (3%) of the principal amount of the Series 2010 Bonds to be redeemed or defeased.

SECTION 2. The Board hereby approves the issuance by EDA of the Series 2019 Bonds, and any Delegate is hereby authorized to approve, if necessary, details concerning the structure, sizing, pricing and issuance of such Series 2019 Bonds.

SECTION 3. The form of the Second Supplemental Trust Agreement presented to this meeting, providing details for the custody, investment and disbursement of the proceeds of the Series 2019 Bonds and for the receipt, custody, pledge and application of Pledged Revenues (as defined in the Trust Agreement), is hereby approved in such form and containing substantially the terms and provisions therein set forth.

SECTION 4. The form of the Notice of Sale presented to this meeting is hereby approved, and the distribution, publication and use of the Notice of Sale for purposes of the sale

of the Series 2019 Bonds is hereby approved. Bids shall be received electronically via the PARITY Competitive Bidding System.

SECTION 5. The form of the Preliminary Official Statement presented at this meeting relating to the Series 2019 Bonds is hereby approved, and any Delegate is hereby authorized to deem the Preliminary Official Statement “final” for purposes of Rule 15c2-12 under the Securities Exchange Act of 1934. The distribution and use by the winning bidders or underwriters of the Series 2019 Bonds in making a public offering of the Series 2019 Bonds of a final Official Statement (the “Official Statement”), in substantially the form of the Preliminary Official Statement but completed with pricing and other details of the Series 2019 Bonds are hereby approved. The Official Statement shall be in the form of the Preliminary Official Statement with such minor omissions, completions and changes as may be approved by a Delegate.

SECTION 6. The form of the Continuing Disclosure Agreement presented to this meeting is hereby approved, and any Delegate is hereby authorized, directed and empowered to execute and deliver, in the name and on behalf of the County, the Continuing Disclosure Agreement in such form and containing substantially the terms and provisions therein contained, with such additions and modifications as shall be approved by the person executing the Continuing Disclosure Agreement, such execution thereof being conclusive evidence of such approval.

SECTION 7. The execution and delivery by the officers of the County of the Continuing Disclosure Agreement and any other agreements, supplements, documents, closing papers and certificates executed and delivered pursuant to this Resolution shall be conclusive evidence of their approval of the changes, if any, in the forms thereof and of their authority to execute and deliver such agreements, documents, certificates and closing papers on behalf of the County.

SECTION 8. The members, officers and employees of the Board and the County, the EDA and the Trustee are hereby authorized and directed to do all acts and things required of them by the provisions of the Series 2019 Bonds, the Trust Agreement, the Second Supplemental Trust Agreement, the Notice of Sale and the Official Statement for the full, punctual and complete performance of all the terms, covenants, provisions and agreements of the Series 2019 Bonds, the Trust Agreement, the Second Supplemental Trust Agreement, the Installment Purchase Contract, the Notice of Sale and the Official Statement and also to do all acts and things required of them by the provisions of this Resolution, including, but not limited to, executing and delivering a supplement to the Installment Purchase Contract reflecting the issuance of the Series 2019 Bonds.

SECTION 9. The officers of the Board and the County are authorized to execute one or more certificates evidencing the determinations made or other actions carried out pursuant to the authority granted in this Resolution, and any such certificate shall be conclusive evidence of the actions or determinations as stated therein.

SECTION 10. All actions taken by the officers of the Board, the Delegates and the other members, officers and employees of the County in connection with the transactions authorized and approved hereby are hereby ratified and confirmed.

SECTION 11. Any and all resolutions of the Board or portions thereof in conflict with the provisions of this Resolution are hereby repealed to the extent of such conflict.

SECTION 12. This resolution shall take effect immediately upon its adoption.

Catherine A. Chianese, Clerk, Board of Supervisors

RESOLUTION AUTHORIZING REVENUE REFUNDING BONDS (SIX PUBLIC FACILITIES PROJECTS) SERIES 2019 OF THE FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY TO REFUND ITS REVENUE BONDS (SIX PUBLIC FACILITIES PROJECTS) SERIES 2010 PREVIOUSLY ISSUED TO REFINANCE FAIRFAX COUNTY'S OBLIGATIONS UNDER LEASES RELATING TO CERTAIN PROPERTIES, IN CONNECTION WITH FAIRFAX COUNTY'S PRIOR EXERCISE OF ITS PURCHASE OPTIONS WITH RESPECT TO SUCH PROPERTIES PREVIOUSLY FINANCED WITH CERTAIN INDEBTEDNESS; APPROVING AND AUTHORIZING THE EXECUTION AND DELIVERY OF A SUPPLEMENTAL TRUST AGREEMENT AND A SUPPLEMENT TO AN INSTALLMENT PURCHASE CONTRACT; APPROVING THE FORM AND DISTRIBUTION OF A PRELIMINARY OFFICIAL STATEMENT AND APPROVING AND AUTHORIZING THE EXECUTION AND DELIVERY OF A FINAL OFFICIAL STATEMENT RELATING TO SUCH BONDS; APPROVING PUBLICATION OF A SUMMARY NOTICE OF SALE AND DISTRIBUTION OF THE OFFICIAL NOTICE OF SALE RELATING TO SUCH BONDS; GRANTING THE AUTHORITY TO EXECUTE AND DELIVER SUCH OTHER DOCUMENTS AND AGREEMENTS RELATING TO SUCH BONDS AS MAY BE NECESSARY OR APPROPRIATE; PROVIDING FOR THE AWARD OF AND DIRECTING THE AUTHENTICATION AND DELIVERY OF SUCH BONDS; AND DELEGATING TO THE CHAIRMAN, VICE CHAIRMAN, PRESIDENT AND THE TREASURER POWER TO DETERMINE CERTAIN DETAILS OF SUCH BONDS.

WHEREAS, Fairfax County, Virginia (the "County"), previously entered into capital lease obligations (the "Capital Leases") pursuant to which the County was obligated, on a subject to appropriation basis, to make rental payments that were used to pay debt service on the following obligations: (i) the \$29,000,000 aggregate initial principal amount of Certificates of Participation Series 2000, issued pursuant to a Trust Indenture, dated November 1, 2000, between MDP Buckman LLC and State Street Bank and Trust Company, N.A. (succeeded by U.S. Bank National Association), as trustee (the "South County Government Center COPs"); and (ii) (a) the \$6,390,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority's Lease Revenue Bonds (Mott and Gum Community Centers) Series 1996, issued pursuant to an Indenture of Trust, dated as of September 15, 1996, between Fairfax County Redevelopment Authority ("FCRHA") and Crestar Bank (succeeded by The Bank of New York Mellon Trust Company, N.A.), as trustee; (b) the \$5,500,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority's Lease Revenue Bonds (Bailey's Community Center) Series 1998 issued pursuant to an Indenture of Trust, dated as of December 1, 1998, between FCRHA and Crestar Bank (succeeded by The Bank of New York Mellon Trust Company, N.A.), as trustee; (c) the \$1,000,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority's Adult Day Health Care Center Lease Revenue Bonds (Herndon Harbor House Phase II Project) Series 1999 issued pursuant to a Trust Indenture, dated as of May 1, 1999, between FCRHA and Crestar Bank (succeeded by The Bank of New York Mellon Trust Company, N.A.), as trustee; and (d) the

\$10,870,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority's Lease Revenue Bonds (James Lee Community Center) Series 2004 issued pursuant to an Indenture of Trust, dated as of August 1, 2004, between FCRHA and Wachovia Bank, National Association (succeeded by The Bank of New York Mellon Trust Company, N.A.), as trustee (collectively, the "FCRHA Indebtedness" and, together with the South County Government Center COPs, the "Original Obligations"), all such Original Obligations having been issued to finance the construction or improvement of projects leased to the County (the "Projects"); and

WHEREAS, all of the Capital Leases and related documents contain provisions granting the County options to purchase the Projects (the "Purchase Options") financed by the Original Obligations; and

WHEREAS, the Board of Supervisors of Fairfax County (the "Board") previously determined that by exercising the Purchase Options on the Projects and providing for the redemption or defeasance of the Original Obligations, the County would realize net present value debt service savings and achieve administrative efficiencies; and

WHEREAS, Fairfax County Economic Development Authority ("EDA") issued its Revenue Bonds (Six Public Facilities Projects), Series 2010 (the "Series 2010 Bonds") to finance the Purchase Options paid by the County for each County Project; and

WHEREAS, EDA authorized the execution and delivery of a trust agreement (the "Trust Agreement") that provided for the issuance of and security for the Series 2010 Bonds and authorized the execution and delivery of a first supplemental trust agreement (the "First Supplemental Agreement"), supplementing the Trust Agreement and setting forth the details of the Series 2010 Bonds as contemplated by the Trust Agreement; and

WHEREAS, EDA approved the installment purchase contract (the "Installment Purchase Contract") by the terms of which (i) EDA advanced the proceeds of the Series 2010 Bonds to the County, (ii) the County agreed to use such proceeds to exercise its Purchase Options on the Projects, (iii) the County sold its interest in the Projects to the EDA, (iv) EDA then sold back its interest in the Projects to the County, and (v) the County agreed to make Basic Contract Payments and Additional Contract Payments (as defined in the Installment Purchase Contract) therefor, on the terms and conditions therein set forth, sufficient to pay the principal of and interest on the Series 2010 Bonds and related expenses; and

WHEREAS, EDA has determined to authorize the refinancing of the Series 2010 Bonds by issuing "Fairfax County Economic Development Authority Revenue Refunding Bonds (Six Public Facilities Projects), Series 2019" (the "Series 2019 Bonds"), pursuant to the Trust Agreement and the necessary documents to effect such refinancing and related transactions; and

WHEREAS, there has been presented to the Authority a proposed form of the Preliminary Official Statement describing the Series 2019 Bonds and the security therefor, the Authority, the County and the Projects (the "Preliminary Official Statement"); and

WHEREAS, there has been presented to the Board a proposed form of a second supplemental trust agreement (the “Second Supplemental Trust Agreement”) between EDA and a trustee that sets forth the details of the Series 2019 Bonds; and

WHEREAS, there has been presented to EDA a proposed form of the notice calling for bids by underwriters for the purchase of all (but not less than all) of the Series 2019 Bonds (the “Notice of Sale”); and

WHEREAS, the County has advised EDA that the County will undertake primary responsibility for any annual and other reports, notices or disclosures that may be required under Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended, and make a continuing disclosure undertaking; and

WHEREAS, EDA has duly reviewed and considered the forms of the Trust Agreement, Second Supplemental Trust Agreement, the Notice of Sale, the Continuing Disclosure Agreement and the Preliminary Official Statement and has determined that each is in acceptable form; and

WHEREAS, EDA has found and determined that the issuance and sale of the Series 2019 Bonds on the terms contemplated hereby and in the authorizing resolution are in conformity with the purposes of EDA set forth in its Enabling Act (as defined in the Trust Agreement) and are in the public interest and otherwise beneficial to the County; and

WHEREAS, Section 209 of the Trust Agreement contemplates that EDA will fix in the Second Supplemental Trust Agreement the aggregate principal amount of the Series 2019 Bonds, the maturity dates, the interest rates, the redemption provisions and other details of each thereof and provide for the application of the proceeds thereof; and

WHEREAS, EDA has determined that it is necessary to delegate to the Chairman, Vice Chairman, President and Treasurer of EDA the power to approve the sale of the Series 2019 Bonds, the selection of Series 2010 Bonds to be redeemed or defeased and the details of the Series 2019 Bonds that cannot be determined except under the actual market conditions that will obtain when the sale of the Series 2019 Bonds to the winning bidder occurs as herein authorized but all subject to the guidelines and standards established hereby; now, therefore,

BE IT RESOLVED by the Fairfax County Economic Development Authority as follows:

SECTION 1. There are hereby authorized to be issued, on a date no later than December 31, 2019, the Series 2019 Bonds in an aggregate principal amount not to exceed the sum of \$21,000,000 (including underwriting and net bond discounts, closing costs, and issuance expenses), for the purpose of refunding the Series 2010 Bonds, all as provided in the Trust Agreement and Second Supplemental Trust Agreement; provided the net present value savings to be obtained from the redemption or defeasance of the Series 2010 Bonds with the proceeds of the Series 2019 Bonds is not less than three percent (3%) of the principal amount of the Series 2010 Bonds to be redeemed or defeased.

The Series 2019 Bonds shall be dated and issued on such date and in such principal amount, shall mature on such date or dates, subject to the right of prior redemption, shall bear interest at such rate or rates, payable on such dates and shall have such other details all as shall be specified in the Second Trust Supplemental Agreement, executed and delivered as herein authorized.

SECTION 2. The form of Second Supplemental Trust Agreement presented to this meeting is hereby approved, and the Chairman or the Vice Chairman of EDA and the Secretary, the Assistant Secretary, the President or the Treasurer of EDA are hereby authorized, directed and empowered to execute and deliver, under seal, in the name and on behalf of EDA, the Second Supplemental Trust Agreement in such form and containing substantially the same terms and provisions, with such additions and modifications as shall be approved by the officers executing the Second Supplemental Trust Agreement, the execution thereof by such officers being conclusive evidence of such approval.

SECTION 3. The form of the Preliminary Official Statement presented to the meeting, is hereby approved and the Chairman, Vice Chairman, President or Treasurer is hereby authorized to approve the terms of and publish a Preliminary Official Statement describing the Series 2019 Bonds in substantially the same form as the Preliminary Official Statement presented to this meeting with such additions and modifications as shall be approved by such officer and to deem “final” such Preliminary Official Statement for purposes of Rule 15c2-12 under the Securities Exchange Act of 1934, as amended. The distribution and use by the winning bidders of a final Official Statement relating to the Series 2019 Bonds (the “Official Statement”) is hereby authorized. The Official Statement shall be completed with the pricing and other information in substantially the form of the Preliminary Official Statement approved this day by the Authority with such minor changes, insertions and omissions as may be approved by authorized representatives of the County and the Chairman or Vice Chairman of EDA. The Chairman or the Vice Chairman of EDA is hereby authorized and directed to execute and deliver the Official Statement to the winning bidder for its use in making a public offering of the Series 2019 Bonds upon the terms set forth in the Official Statement and Notice of Sale.

SECTION 4. The form of the Continuing Disclosure Agreement presented at this meeting is hereby approved in such form and containing substantially the terms and provisions therein contained, with such additions and modifications as shall be approved by the person executing such Continuing Disclosure Agreement, such execution thereof being conclusive evidence of such approval.

SECTION 5. The form of the notice calling for bids for the purchase of all (but not less than all) of the Series 2019 Bonds (the “Notice of Sale”) presented to this meeting is hereby approved, and the distribution, publication and use of the Notice of Sale for purposes of the Seller of the bonds is hereby approved. Bids shall be received electronically via the PARITY Competitive Bidding System.

SECTION 6. The Series 2019 Bonds shall be sold by competitive bidding in accordance with the terms of the Notice of Sale, the bids for such Series 2019 Bonds to be received at the offices of the County Executive or Deputy County Executive/Chief Financial Officer of Fairfax County. Such Series 2019 Bonds shall be awarded to the bidder submitting the best bid

(determined in accordance with the requirements of the Notice of Sale and the terms set forth below) and, as approved by an EDA representative, provided that the Fairfax County Executive or the Fairfax County Deputy County Executive/Chief Financial Officer or their designee shall have first requested EDA to award the Series 2019 Bonds to such best bidder. The aggregate principal amount of Series 2019 Bonds shall not exceed an aggregate principal amount of \$21,000,000 with a maximum final maturity date that will not be later than December 1, 2032. The Series 2019 Bonds shall be subject to the right of prior redemption at the option of EDA, from any money that may be made available for such purpose, either in whole or in part, on any date, the first such date to be not more than 10 1/2 years after the issuance of the Series 2019 Bonds, and at Redemption Prices no one of which shall exceed 102%. The Chairman or Vice Chairman of EDA is hereby authorized, if the Fairfax County Executive or the Fairfax County Deputy County Executive/Chief Financial Officer and the Financial Advisor to Fairfax County (the "Financial Advisor") shall so recommend, (i) notwithstanding the preceding sentence, to provide that one or more of the maturities of the Series 2019 Bonds shall not be subject to optional redemption prior to maturity, and (ii) to accept an offer of the purchasers of the 2019 Bonds, to purchase all the 2019 Bonds at an aggregate purchase price of not less than ninety-seven percent (97%) of par nor more than one hundred twenty-five percent (125%) of the aggregate principal amount thereof, plus accrued interest, and resulting in a true interest cost to EDA not in excess of five percent (5.0%), upon the terms and conditions set forth in the Notice of Sale and to approve and fix the details of the Series 2019 Bonds that cannot be determined except under the actual market conditions that will obtain when the Series 2019 Bonds are offered at competitive bidding, as herein authorized, but subject to such limitations as set forth herein.

SECTION 7. The Series 2019 Bonds shall be executed, under seal, in the manner set forth in the Trust Agreement and Second Supplemental Trust Agreement, and the Series 2019 Bonds shall be delivered to U.S. Bank National Association, Registrar and Trustee under the Trust Agreement, for authentication and shall be delivered thereafter to or for the account of the winning bidder at DTC upon receipt of the purchase price set forth in the Second Trust Supplemental Agreement.

The Bond Registrar is hereby authorized and directed to authenticate and the Trustee, upon such authentication, is hereby authorized and directed to deliver such Series 2019 Bonds as provided above upon satisfaction of all conditions precedent to such authentication and delivery contained in the Trust Agreement and Second Supplemental Trust Agreement.

SECTION 8. Each of the Chairman, the Vice Chairman, the President or the Treasurer of EDA is hereby authorized, if the County Executive or the Deputy County Executive/Chief Financial Officer of the County and the County's Financial Advisor shall so recommend, subject to the limitations contained herein, to determine the dated date of the Series 2019 Bonds, the principal amount of the Series 2019 Bonds, which Series 2019 Bonds, if any, are term bonds and the sinking fund requirements and maturity amounts therefor and the optional, extraordinary optional and mandatory sinking fund redemption provisions of the Series 2019 Bonds.

SECTION 9. The execution and delivery by the officers of EDA of any of the Installment Purchase Contract, the Second Supplemental Trust Agreement and the Official Statement, and any other agreements, documents, closing papers and certificates executed and

delivered pursuant to this Resolution shall be conclusive evidence of their approval of the changes, if any, in the forms thereof.

SECTION 10. The members, officers and employees of EDA and the officers and agents of the Trustee are hereby authorized and directed to do all acts and things, including without limitation the, execution and delivery of such agreements, documents, certificates and closing papers on behalf of EDA required of them by the provisions of the Series 2019 Bonds, the Trust Agreement, the Second Supplemental Trust Agreement, the Installment Purchase Contract and the Official Statement for the full, punctual and complete performance of all the terms, covenants, provisions and agreements of the Series 2019 Bonds, the Trust Agreement, the Second Supplemental Trust Agreement, the Installment Purchase Contract and the Official Statement and, also, to do all acts and things required of them by the provisions of this Resolution, including, but not limited to, executing and delivering a supplement to the Installation Purchase Agreement reflecting the issuance of the Series 2019 Bonds.

SECTION 11. The Chairman or the Vice Chairman of EDA and the Secretary, the Assistant Secretary, the President or Treasurer of EDA shall execute a Certificate evidencing the determinations made or other actions carried out pursuant to the authority granted in this Resolution, and any such Certificate shall be conclusive evidence of the actions or determinations as stated therein.

SECTION 12. All actions taken by EDA and the members, officers and employees of EDA in connection with the authorization, issuance, sale and delivery of the Series 2019 Bonds and the authorization, execution and delivery of the agreements, certificates and other documents to be executed by EDA and delivered in connection with such authorization, issuance, sale and delivery are hereby ratified and confirmed.

SECTION 13. Any and all resolutions of EDA or portions thereof in conflict with the provisions of this Resolution are hereby repealed to the extent of such conflict.

SECTION 14. This resolution shall take effect immediately upon its adoption.

Adopted March __, 2019.

Bond Sale Schedule of Events
Fairfax County Economic Development Authority
Revenue Refunding Bonds (Six Public Facilities), Series 2019

January 2019							February 2019							March 2019							April 2019						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
		1	2	3	4	5						1	2						1	2		1	2	3	4	5	6
6	7	8	9	10	11	12	3	4	5	6	7	8	9	3	4	5	6	7	8	9	7	8	9	10	11	12	13
13	14	15	16	17	18	19	10	11	12	13	14	15	16	10	11	12	13	14	15	16	14	15	16	17	18	19	20
20	21	22	23	24	25	26	17	18	19	20	21	22	23	17	18	19	20	21	22	23	21	22	23	24	25	26	27
27	28	29	30	31			24	25	26	27	28			24	25	26	27	28	29	30	28	29	30				
														31													

Week of	Activity & Event	Responsible Party
January 28 th	First draft of County Resolution, EDA Resolution, POS, NOS, Supplemental Trust, IPC and Escrow Agreement(s) (collectively, "Bond Documents") distributed	NRF
February 4 th	Comments on Bond Documents	All
February 11 th	Discuss new S&P Appropriation criteria with County Second draft of Bond Documents distributed <i>Tuesday, February 12th – GO Closing</i> <i>Tuesday, February 12th – Board title due</i> <i>Thursday, February 15th – Board item & documents due</i>	County, PFM NRF County, PFM County County
February 18 th	<i>Monday, February 18th – President's Day Holiday (Markets Closed)</i> <i>Tuesday, February 19th – County Exec Presents FY20 Proposed Budget</i> Third draft of Bond Documents distributed Draft documents & Rating Request Letters sent to Rating Agencies	- County NRF PFM
February 25 th	Comments on Bond Documents Rating update calls	All County, PFM
March 4 th	<i>Tuesday, March 5th – BOS advertises FY20 tax rates</i>	County
March 11 th	<i>Monday, March 11th – EDA Board considers Bond Documents</i>	County, EDA
March 18 th	<i>Tuesday, Mar 19th and Wednesday, Mar 20th – FOMC Meeting Dates</i> <i>Tuesday, March 19th – County Board considers Bond Documents</i> NLT Wednesday, March 20 th – Ratings Received Friday, March 22 nd – POS & NOS distributed Friday, March 22 nd – Mail 30-day conditional call notice for 2010 Bonds Apply for CUSIPs	- County - NRF, PFM Trustee PFM
March 25 th	Market the bonds	PFM
April 1 st	<i>Tuesday, April 2nd – Competitive Bond Sale</i>	County, PFM
April 8 st	Finalize and mail OS and closing documents	All
April 15 th	<i>Tuesday, April 16th – Closing and escrow funding</i>	All
April 22 nd	Monday, April 22 nd – Redemption date of 2010 Bonds	-
April 29 th	<i>Tuesday, April 30th – BOS marks up FY20 Budget</i>	-

Legend:
County = Fairfax County
NRF = Norton Rose Fulbright, Bond Counsel
PFM = Public Financial Management, Financial Advisor
Trustee = U.S. Bank

PRELIMINARY OFFICIAL STATEMENT DATED MARCH __, 2019

NEW ISSUE
Full Book-Entry

RATINGS:
Moody's " " " "
Standard & Poor's " " " "
 (See "RATINGS herein")

In the opinion of Bond Counsel, assuming compliance with the provisions of the Internal Revenue Code of 1986, as amended, as described herein, and subject to conditions described in "TAX MATTERS" herein, interest on the Series 2019 Bonds will not be included in the gross income of the owners thereof for federal income tax purposes. Under the Enabling Act (as defined herein), the income on the Series 2019 Bonds, including any profit made on the sale thereof, is exempt from all taxation by the Commonwealth of Virginia or any political subdivision thereof. See "TAX MATTERS" herein for certain provisions regarding the Code that may affect the tax treatment of interest on the Series 2019 Bonds for certain bondholders.

\$ _____ *

FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY (VIRGINIA)
REVENUE REFUNDING BONDS
(SIX PUBLIC FACILITIES PROJECTS)
SERIES 2019

Dated: Date of Delivery

Due: April 1, as shown on the inside cover page

Interest on the Series 2019 Bonds is payable on April 1 and October 1 of each year, commencing October 1, 2019.

The Series 2019 Bonds are subject to optional and extraordinary optional redemption prior to maturity as more fully described herein. See "THE SERIES 2019 BONDS-Redemption of Series 2019 Bonds."

The Series 2019 Bonds will be issued as a series of bonds issuable under the Trust Agreement, dated as of March 1, 2010, as supplemented by the Second Supplemental Trust Agreement, dated as of April 1, 2019, each between the Fairfax County Economic Development Authority (the "Authority" or "EDA") and U.S. Bank National Association, as Trustee. The Series 2019 Bonds will be issued as fully registered bonds registered in the name of Cede & Co., as nominee of DTC, The Depository Trust Company, New York, New York ("DTC"), which will act as securities depository for the Series 2019 Bonds. Individual purchases of the Series 2019 Bonds will be made in book-entry form only in the denomination of \$5,000 or any integral multiple thereof. Purchasers will not receive physical delivery of certificates representing their ownership interest in the Series 2019 Bonds purchased. So long as DTC or its nominee is the registered owner of the Series 2019 Bonds, payments of the principal of and interest due on the Series 2019 Bonds will be made directly to DTC.

The Series 2019 Bonds are being issued by the Authority to refund certain prior bonds of the Authority and there by provide refinancing to Fairfax County, Virginia (the "County"), for its acquisition of certain public facilities (the "Projects") previously leased to the County by third parties.

The Series 2019 Bonds are payable from installment purchase payments to be made by the County under an Installment Purchase Contract, dated as of March 10, 2010, as supplemented to reflect the issuance of the Series 2019 Bonds (as so supplemented, the "Contract") between the Authority and the County, pursuant to which the Authority sold to the County the Authority's interest in the Projects. The obligation of Fairfax County to make payments under the Contract in each fiscal year of the County is absolute and unconditional but subject to and contingent upon the annual appropriation of funds by the Board of Supervisors of Fairfax County for such purpose.

The Series 2019 Bonds are not a debt of Fairfax County, the Authority, the Commonwealth of Virginia or any political subdivision thereof within the meaning of any constitutional, charter, or statutory debt limit or restriction, nor is the full faith and credit of Fairfax County, the Authority or the Commonwealth of Virginia pledged to the payment of the Series 2019 Bonds or the interest thereon. The Authority has no taxing power.

The Series 2019 Bonds are being offered for delivery when, as and if issued and subject to the approval of legality by Norton Rose Fulbright US LLP, Washington, D.C., Bond Counsel. Certain legal matters will be passed upon for the Authority by Thomas O. Lawson, Esquire, P.L.C., Fairfax, Virginia, and for the County by Elizabeth D. Teare, Esquire, County Attorney. The Series 2019 Bonds are expected to be available for delivery through the DTC book-entry system on or about April __, 2019.

Dated: March __, 2019

* Preliminary, subject to change.

\$ _____ *

FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY (VIRGINIA)
REVENUE REFUNDING BONDS
(SIX PUBLIC FACILITIES PROJECTS)
SERIES 2019

Base CUSIP Number _____ †

Dated: Date of Delivery
below

Due: April 1, as shown

MATURITY, AMOUNTS, INTEREST RATES AND YIELDS OR PRICES

<u>Maturity</u> <u>(April 1)</u>	<u>Principal</u> <u>Amount</u>	<u>Interest</u> <u>Rate</u>	<u>Yield or</u> <u>Price*</u>	<u>CUSIP</u> <u>Suffix</u>
2020				
2021				
2022				
2023				
2024				
2025				
2026				
2027				
2028				
2029				
2030				
2031				
2032				

* Initial reoffering yields and prices were furnished by the successful bidder.

* Preliminary, subject to change.

† The Authority shall not be responsible for the accuracy of the CUSIP numbers provided above. The CUSIP numbers are provided solely for the convenience of bondholders, and the Authority does not make any representation with respect to such numbers or undertake any responsibility for their accuracy. The CUSIP numbers are subject to being changed after the issuance of the Bonds.

**FAIRFAX COUNTY ECONOMIC
DEVELOPMENT AUTHORITY**

Catherine Lange, *Chairman*
James Quigley, *Vice Chairman*
Ronald C. Johnson, *Secretary*
Christian Deschauer, *Treasurer and Assistant Secretary*
Linnie Haynesworth
Dana Kauffman
Roderick Mitchell

COUNSEL FOR AUTHORITY

Thomas O. Lawson, Esq., P.L.C

FAIRFAX COUNTY, VIRGINIA

BOARD OF SUPERVISORS

Sharon Bulova, *Chairman*
Penelope A. Gross, *Vice Chairman*
John C. Cook
John W. Foust
Patrick S. Herrity
Catherine M. Hudgins
Jeffrey C. McKay
Kathy L. Smith
Linda Q. Smyth
Daniel G. Storck

COUNTY OFFICIALS

Bryan J. Hill, *County Executive*
Tisha Deeghan, *Deputy County Executive*
Rachel O'Dwyer Flynn, *Deputy County Executive*
David M. Rohrer, *Deputy County Executive*
Joseph M. Mondoro, *Deputy County Executive/Chief Financial Officer*
Christopher J. Pietsch, *Director, Department of Finance*

COUNTY ATTORNEY

Elizabeth D. Teare, Esquire, *County Attorney*

FINANCIAL ADVISOR

PFM Financial Advisory LLC.
Arlington, Virginia

BOND COUNSEL

Norton Rose Fulbright US LLP
Washington, D.C.

No person has been authorized by the Authority or the County to give any information or to make any representations other than those contained in this Official Statement in connection with the offering of the Series 2019 Bonds and, if given or made, such other information or representations must not be relied upon as having been authorized by any of the foregoing. This Official Statement does not constitute an offer to sell or solicitation of an offer to buy, nor shall there be any sale of the Series 2019 Bonds by any person in any jurisdiction in which it is unlawful for such person to make such offer, solicitation or sale. The information and expressions of opinion herein are subject to change without notice, and neither the delivery of this Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the County since the date hereof. This Official Statement is not to be construed as a contract or agreement between the Authority or the County and the purchasers or owners of any of the Series 2019 Bonds. An electronic reproduction of this Official Statement may contain computer generated errors or other deviations from the printed Official Statement, in which case the printed Official Statement controls.

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OFFICIAL STATEMENT

\$ _____ *

**Fairfax County Economic Development Authority
Revenue Refunding Bonds
(Six Public Facilities Projects)
Series 2019**

INTRODUCTION

The purpose of this Official Statement, including the cover page and the Appendices hereto, is to set forth certain information regarding \$ _____ * aggregate principal amount of Revenue Refunding Bonds (Six Public Facilities Projects), Series 2019 (the “Series 2019 Bonds”) to be issued by the Fairfax County Economic Development Authority (“EDA” or the “Authority”). The Series 2019 Bonds are being issued pursuant to the Constitution and laws of the Commonwealth of Virginia, including Chapter 643 of the 1964 Acts of the General Assembly of the Commonwealth of Virginia, as amended, and other applicable law (the “Enabling Act”), and the provisions of a Trust Agreement, dated as of March 1, 2010 (the “Original Trust Agreement”), and a Second Supplemental Trust Agreement, dated as of April 1, 2019 (the “Second Supplemental Trust Agreement” and together with the Original Trust Agreement, the “Trust Agreement”), each between the Authority and U.S. Bank National Association, as trustee (in such capacity, the “Trustee”). The Series 2019 Bonds, together with any Additional or Refunding Bonds subsequently issued, pursuant to the Trust Agreement, are collectively referred to herein as the “Bonds.” All capitalized, undefined terms used herein shall have the meanings set forth in Appendix C, “SUMMARY OF CERTAIN PROVISIONS OF THE TRUST AGREEMENT, THE SECOND SUPPLEMENTAL TRUST AGREEMENT AND THE INSTALLMENT PURCHASE CONTRACT - Definitions.”

The Series 2019 Bonds are being issued to refund the Authority’s Revenue Bonds (Six Public Facilities Projects), Series 2010 (the “Series 2010 Bonds”) previously issued under the Trust Agreement. See “REFUNDING PLAN” below.

Upon the issuance of the Series 2010 Bonds (i) the Authority advanced a portion of the proceeds of the Series 2010 Bonds to the County, (ii) the County applied such proceeds of the Series 2010 Bonds to purchase the Projects (hereinafter defined) pursuant to purchase options within capital leases or related agreements between the County and third parties relating to the Projects, and (iii) the Authority accepted the County’s interests in the Projects from the County. The Authority will then sold the Projects back to the County pursuant to the terms of an Installment Purchase Contract (the “Original Contract”) in consideration of the County’s agreement, subject to annual appropriation by its Board of Supervisors of funds for the purpose, to pay the purchase price for the Projects, and interest thereon, in installments sufficient for the Authority to pay timely the debt service on the Series 2010 Bonds. See Appendix C, “SUMMARY OF CERTAIN PROVISIONS OF THE TRUST AGREEMENT, THE SECOND SUPPLEMENTAL TRUST AGREEMENT AND THE INSTALLMENT PURCHASE CONTRACT.”

Under the Original Contract (as supplemented to reflect the refunding of the Series 2010 Bonds and the issuance of the Series 2019 Bonds, the “Contract”), the County has agreed to make “Basic Contract Payments” sufficient to pay the principal of and interest on the Series 2019 Bonds. In addition, the County has also agreed to make “Additional Contract Payments” (together with “Basic Contract

* Preliminary, subject to change.

Payments,” “Contract Payments”) in amounts sufficient, among other purposes, to pay EDA’s expenses allocable to the Contract and for EDA to pay timely the compensation and expenses of the Trustee. Under the Trust Agreement, the Authority has assigned its right to receive the Contract Payments (except those Additional Contract Payments required to pay certain EDA expenses) to the Trustee for the benefit of the owners of the Series 2019 Bonds. The obligation of the County to make Basic Contract Payments and Additional Contract Payments and any other payments required under the Contract in each fiscal year is a valid and binding obligation of the County but is subject to and contingent upon the annual appropriation of funds by the Board of Supervisors of the County for such purpose. See “SECURITY AND SOURCES OF PAYMENT FOR THE BONDS—Basic Contract Payments and Additional Contract Payments” and “INVESTMENT CONSIDERATIONS.”

The Series 2019 Bonds are limited obligations of the Authority payable solely from the revenues pledged under the Trust Agreement. Neither the faith and credit of the Commonwealth of Virginia (the “State” or the “Commonwealth”), nor any political subdivision thereof (including the Authority and the County), are pledged to the payment of the principal of or the interest or premium, if any, on the Series 2019 Bonds.

Brief descriptions of the Authority, the County, the Projects, the Series 2019 Bonds, the security for the Series 2019 Bonds, the Trust Agreement, the Contract, and related documents are included in this Official Statement. The descriptions of the documents included in this Official Statement do not purport to be comprehensive or definitive and are qualified in their entirety by reference to such documents.

REFUNDING PLAN

The Series 2019 Bonds are authorized to be issued to provide funds, with other available funds, to refund and to redeem prior to their respective maturities all or a portion of the outstanding Series 2010 Bonds, including all [or a portion] of the following maturities of the Series 2010 Bonds, referred to hereafter as the “Refunding Candidates:”*

<u>Principal Amount*</u>	<u>Maturities*</u>	<u>Redemption Price</u>	<u>CUSIP Number 30382E[†]</u>
\$	2020	100%	
	2021	100	
	2022	100	
	2023	100	
	2024	100	
	2025	100	
	2026	100	
	2027	100	
	2028	100	
	2029	100	
	2030	100	
	2031	100	
	2032	100	

* Preliminary, subject to change.

[†] The Authority shall not be responsible for the accuracy of the CUSIP numbers provided above. The CUSIP numbers are provided solely for the convenience of bondholders, and the Authority does not make any representation with respect to such numbers or undertake any responsibility for their accuracy. The CUSIP numbers are subject to being changed after the issuance of the Series 2019 Bonds.

The purpose of the refunding is to achieve present value debt service savings. The Authority's decision whether to refund any given Refunding Candidates is subject to prevailing market conditions at the time of the sale of the Series 2019 Bonds. The Authority may refund only certain Refunding Candidates if refunding such Refunding Candidates permits the Authority to meet certain savings targets. The Refunding Candidates, if any, that are refunded with proceeds of the Series 2019 Bonds are referred to as the "Refunded Bonds." The final Refunded Bonds will be described in the final Official Statement.

Upon delivery and issuance of the Series 2019 Bonds by the Authority, proceeds thereof will be used to provide for the payment and redemption of the Refunded Bonds by depositing with U.S. Bank National Association, [pursuant to an escrow deposit agreement, cash and non-callable, direct obligations of the United States of America the maturing principal of and interest on which, together with such cash, will be] sufficient to pay all principal, applicable redemption premiums, and interest on the Refunded Bonds to their redemption date.

THE AUTHORITY

The Authority was created in 1964 pursuant to the Enabling Act to foster and stimulate the development of industry within Fairfax County and is a political subdivision of the Commonwealth. It is governed by seven commissioners appointed by the Board of Supervisors of the County. The Authority is empowered by the Enabling Act to, among other things, acquire, construct, own, lease and dispose of various types of facilities, including facilities for use by a county, a municipality, the Commonwealth and its agencies, or other governmental organization, and to finance the same by the issuance of its revenue bonds for such purposes. The Authority has no taxing power. The power of the Authority to issue its revenue bonds for the purposes set forth in the Enabling Act was upheld by the Supreme Court of Virginia in *Fairfax County Industrial Development Authority v. Coyner*, 207 Va. 351, 120 S.E. 2d 817 (1966).

The members of the Board of Commissioners of the Authority and the expiration dates of their respective terms in office are set forth below:

<u>Member</u>	<u>Term Expires</u>
Catherine Lange, Chairman	July 1, ____
James Quigley, Vice Chairman	July 1, ____
Ronald C. Johnson, Secretary	July 1, ____
Christian Deschauer, Treasurer and Assistant Secretary	July 1, ____
Linnie Haynesworth	July 1, ____
Dana Kauffman	July 1, ____
Roderick Mitchell	July 1, ____

Catherine Riley serves as President of the Authority.

The Authority has acted as a conduit issuer of bonds other than the Series 2019 Bonds. Only Bonds outstanding under the Trust Agreement, including the Series 2019 Bonds, are payable from payments owing under the Contract.

THE COUNTY

The County is located in the northeastern corner of Virginia and encompasses a net land area of 407 square miles. The County is part of the Washington, D.C. metropolitan area, which includes jurisdictions in Maryland, the District of Columbia and Northern Virginia.

The Fairfax County government is organized under the Urban County Executive form of government (as defined under Virginia law). The governing body of the County is the Board of Supervisors, which makes policies for the administration of the County. The Board of Supervisors is comprised of ten members: the Chairman, elected at large for a four-year term, and one member from each of nine districts, each elected for four-year terms by the voters of the district in which the member resides. The Board of Supervisors appoints a County Executive to act as the administrative head of the County. The County Executive serves at the pleasure of the Board of Supervisors, carries out the policies established by the Board of Supervisors, directs business and administrative procedures and recommends officers and personnel to be appointed by the Board of Supervisors.

In Virginia, cities and counties are discrete units of government and do not overlap. Fairfax County completely surrounds the City of Fairfax and is adjacent to the City of Falls Church and the City of Alexandria. Property within these cities is not subject to taxation by the County, and the County generally is not required to provide governmental services to their residents. The County, does, however, provide certain services to the residents of certain of these cities pursuant to agreements with such cities.

In the County, there are located three incorporated towns, Clifton, Herndon and Vienna, which are underlying units of government within the County, and ordinances and regulations of the County are, with certain limitations prescribed by Virginia law, generally effective in them. Property in these towns is subject to County taxation, and the County provides certain services to their residents. These towns may incur general obligation bonded indebtedness without the prior approval of the County.

See Appendices A and B for further information regarding the County.

THE PROJECTS

Each of the Projects was originally financed for lease to the County with the proceeds of bonds or other obligations that were not issued by the Authority and therefore were not issued under the Trust Agreement. The Trust Agreement permits the issuance of Bonds to finance, among other things, the cost of acquiring projects that the Authority is authorized to undertake under the Enabling Act. Each such Project was acquired with the proceeds of the Series 2010 Bonds is, and is to be refinanced with the proceeds of the Series 2019 Bonds.

[NTD – May need to adjust description if certain of the Projects no longer have related Bonds]

Mott Community Center Project

The Mott Community Center is a 7,600 square foot one-story brick building structure serving as a community center that features three sections: a central area that includes the lobby and office, as well as a storage room and rest rooms; a wing that houses a kitchen area and three activity rooms which can be opened into one large room for large events and a wing that contains a gymnasium/basketball court.

Gum Springs Community Center Project

The Gum Springs Community Center is a 48,718 square foot community center situated on an 8 acre parcel. The bonds issued in 1996 by FCRHA financed in part improvements to Gum Springs Community Center including extensive renovations to the existing building and as well as site improvements including a new basketball court, picnic area and play areas, football and softball fields and expansion of the parking lot.

Bailey's Community Center Project

The Bailey's Community Center is a 40,873 square foot community center situated on a 6.52 acre parcel. The bonds issued in 1998 by FCRHA helped finance building additions, building renovations and site improvements including a new basketball court, play areas, softball fields and expansion of the parking lot.

Herndon Harbor House Adult Day Health Care Center Project

The Herndon Harbor House Adult Day Health Care Center is an 8,000 square foot adult day health care center. Therapeutic recreation, supervision and health care to older adults with physical, mental and/or social impairments in a protective setting are provided at the center.

South Fairfax County Government Office Center Project

The South County Government Center is a five story building of approximately 135,000 square feet that serves as a office building for various County governmental departments. There is also an approximately 549 space on site parking lot.

James Lee Community Center Project

The James Lee Community Center is a 57,400 square foot community center situated on a 13.1 acre parcel. The bonds issued in 2004 financed improvements to the James Lee Community Center including a community theatre, upgrading and expanding a commercial kitchen and construction of a multipurpose recreational complex. Also financed were site improvements including multipurpose courts, separate play areas and expansion of the parking lot.

ESTIMATED SOURCES AND USES OF FUNDS

The proceeds of the Series 2019 Bonds, along with other available funds, are expected to be applied as follows:

SOURCES

Par amount of Series 2019 Bonds	\$
Net Original Issue Premium	
Total	<u>\$</u>

USES

Refunding of Series 2010 Bonds	\$
Underwriter's Discount	
Costs of Issuance	
Total	<u>\$</u>

THE SERIES 2019 BONDS**General**

The Series 2019 Bonds will be dated their date of delivery, and will bear interest at the rates and mature, subject to the rights of redemption described below, in the amounts and on the dates set forth on

the inside cover page of this Official Statement. The Series 2019 Bonds will be issuable as fully registered bonds in authorized denominations of \$5,000 and integral multiples thereof.

Interest on the Series 2019 Bonds is payable on April 1 and October 1 of each year, commencing October 1, 2019 (each an “Interest Payment Date”). Principal of the Series 2019 Bonds is payable at maturity, subject to prior redemption as described below under “—Redemption of Series 2019 Bonds.” The Series 2019 Bonds will be issued in a book-entry only system of registration, and so long as The Depository Trust Company, New York, New York (“DTC”) or its nominee is the registered owner of the Series 2019 Bonds, payments of the principal, of, premium, if any, and interest on the Series 2019 Bonds will be payable directly to DTC. See “—Book-Entry Only System” below.

Redemption of Series 2019 Bonds

Optional Redemption. Except under the circumstances described in the following paragraph, the Series 2019 Bonds maturing on or before April 1, 202__* are not subject to redemption prior to their stated date of maturity. The Series 2019 Bonds maturing after April 1, 202__*, are subject to redemption at the option of the Authority, in whole or in part, at any time on or after April 1, 202__* at a Redemption Price equal to 100% of the principal amount of the Series 2019 Bonds to be redeemed plus interest accrued thereon to the Redemption Date.

Extraordinary Optional Redemption. The Series 2019 Bonds are subject to extraordinary optional redemption, in whole or in part on any date, at a price equal to the principal amount thereof, together with interest thereon accrued to the date of redemption, upon the exercise by the Board of Supervisors of the County of its option to prepay all or a portion of the purchase price pursuant to the Contract when proceeds of an insurance or condemnation award are received and such proceeds are not used to repair, reconstruct or restore a Project or Projects that are subject of such an insurance or condemnation award. See Appendix C, “SUMMARY OF CERTAIN TERMS OF THE TRUST AGREEMENT, SECOND SUPPLEMENTAL TRUST AGREEMENT AND THE INSTALLMENT PURCHASE CONTRACT – Second Supplemental Trust Agreement – Redemption Provisions of the Series 2019 Bonds – *Extraordinary Optional Redemption.*”

Notice of Redemption. At least 30 days but not more than 90 days before the redemption date of any Series 2019 Bonds, whether in whole or in part, the Trustee will cause notice of any such redemption to be mailed by certified mail, return receipt requested, to all holders of Series 2019 Bonds to be redeemed in whole or in part. Any defect in such notice or the failure to mail such notice, shall not affect the validity of the proceedings for the redemption of other Series 2019 Bonds. While the Series 2019 Bonds are held in the name of DTC or its nominee, such redemption notices will be sent to Cede & Co. not to the beneficial owners of the Series 2019 Bonds. See “—Book-Entry Only System” below.

Any notice of optional or extraordinary optional redemption of the Bonds may state that it is conditioned upon there being available on the redemption date an amount of money sufficient to pay the redemption price plus interest accrued and unpaid to the redemption date, and any conditional notice so given may be rescinded at any time before the payment of the redemption price of any such condition so specified is not satisfied. If a redemption does not occur after a conditional notice is given due to an insufficient amount of funds on deposit by the Authority, the corresponding notice of redemption shall be deemed to be revoked.

Book-Entry Only System

The following description of the procedures and recordkeeping with respect to beneficial ownership interests in the Series 2019 Bonds, payments of principal of and interest on the Series 2019

Bonds to The Depository Trust Company, New York, New York (“DTC”), its nominee, Direct Participants (as defined below) or Beneficial Owners (as defined below), confirmation and transfer of beneficial ownership interests in the Series 2019 Bonds and other bond-related transactions by and between DTC, the Direct Participants and Beneficial Owners is based solely on information furnished by DTC.

The Depository Trust Company (“DTC”), New York, New York, will act as securities depository for the Series 2019 Bonds. The Series 2019 Bonds will be issued as fully registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully registered Bond certificate will be issued for each principal amount of Series 2019 Bonds of a maturity bearing interest at a specified interest rate, each in the aggregate principal amount of such quantity of Series 2019 Bonds, and will be deposited with DTC.

DTC, the world’s largest depository, is a limited purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC’s participants (“Direct Participants”) deposit with DTC. DTC also facilitates the post trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly owned subsidiary of The Depository Trust & Clearing Corporation (“DTCC”). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (“Indirect Participants”). The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com and www.dtc.org.

Purchases of the Series 2019 Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Series 2019 Bonds on DTC’s records. The ownership interest of each actual purchaser of the Series 2019 Bonds (“Beneficial Owner”) is in turn to be recorded on the Direct and Indirect Participants’ records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interest in the Series 2019 Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive bond certificates representing their ownership interests in the Series 2019 Bonds, except in the event that use of the book entry system for the Series 2019 Bonds is discontinued.

To facilitate subsequent transfers, all Series 2019 Bonds deposited by Direct Participants with DTC are registered in the name of DTC’s partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of the Series 2019 Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not affect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Series 2019 Bonds;

DTC's records reflect only the identity of the Direct Participants to whose accounts such Series 2019 Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of Bonds may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Series 2019 Bonds, such as redemptions, tenders, defaults, and proposed amendments to the Series 2019 Bond documents. For example, Beneficial Owners of the Series 2019 Bonds may wish to ascertain that the nominee holding the Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of notices be provided directly to them.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Series 2019 Bonds unless authorized by a Direct Participant in accordance with DTC's Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the Authority as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the Series 2019 Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal, premium, if any, and interest payments on the Series 2019 Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detailed information from the County, on a payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC or the County, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of redemption proceeds, distributions, and dividend payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the County, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners shall be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Series 2019 Bonds at any time by giving reasonable notice to the Authority. Under such circumstances, in the event that a successor depository is not obtained, certificates for the Series 2019 Bonds are required to be printed and delivered.

The Authority may decide to discontinue use of the system of book-entry transfers through DTC (or a successor securities depository). In that event, certificates for the Series 2019 Bonds will be printed and delivered.

The information in this section concerning DTC and DTC's book-entry system has been obtained from sources that the Authority believes to be reliable, but the Authority takes no responsibility for the accuracy thereof.

The Authority may enter into amendments to the agreement with DTC, or successor agreements with a successor securities depository, relating to the book-entry system to be maintained with respect to the Series 2019 Bonds without the consent of Beneficial Owners.

SECURITY AND SOURCES OF PAYMENT FOR THE BONDS

Pledge of Trust Agreement

Under the Trust Agreement, the Authority will pledge and assign to the Trustee, as security for the payment of all Bonds issued under the Trust Agreement, all rights, title and interest of the Authority in and to the Contract, including its right to receive Basic Contract Payments and Additional Contract Payments (reserving its right to receive certain Additional Contract Payments and its rights to receive notices, reports, and other statements) under the Contract.

Basic Contract Payments and Additional Contract Payments

The County is obligated under the Contract to make Basic Contract Payments that are sufficient to pay the principal of and interest due on the Series 2019 Bonds. Under the Contract, the County has also agreed to make Additional Contract Payments in amounts sufficient, among other purposes, to pay the Authority's expenses allocable to the Contract and for the Authority to pay timely the compensation and expenses of the Trustee. Under the Trust Agreement, the obligation of the County to make all Contract Payments and other payments required under the Contract in any fiscal year of the County is valid and binding but subject to and contingent upon the annual appropriation by the Board of Supervisors of the County of funds for such purpose for such fiscal year. The failure of the County to pay all or any portion of the Contract Payments or any other amounts due under the Contract on account of a failure of the Board of Supervisors of the County to appropriate such sums (an "Event of Nonappropriation") will not constitute a default or an event of default under the Contract. See "INVESTMENT CONSIDERATIONS."

Budget and Appropriation

The Authority has covenanted in the Trust Agreement that it will request the County annually for each fiscal year to budget, appropriate and pay to the Trustee an amount equal to the Basic Payments and Additional Payments payable by the County under the Contract, in such fiscal year. The County has covenanted in the Contract that the County Executive shall include as a separate line item in each annual budget of revenues and disbursements presented to the Board of Supervisors an item, appropriately designated, in an amount not less than an amount sufficient, in the judgment of the County Executive, to pay debt service on the Series 2019 Bonds and all other amounts payable during such fiscal year by the County pursuant to the Contract.

Limited Obligations

The Series 2019 Bonds are limited obligations of the Authority payable solely from the revenues pledged under the Trust Agreement. Neither the faith and credit of the State nor any political subdivision thereof (including the Authority and the County) are pledged to the payment of the principal of or the interest or premium, if any, on the Series 2019 Bonds.

Refunding Bonds

The Authority may issue refunding Bonds ("Refunding Bonds") on a parity with the Series 2019 Bonds for the purpose of providing funds, together with any other funds available therefor, for refunding all or any part of the Series 2019 Bonds or other Bonds or any other indebtedness incurred under the Trust Agreement. The Authority may not issue bonds on a parity with the Series 2019 Bonds or any Refunding Bonds for any other purpose other than issuing Additional Bonds on a parity for Improvements to any Project. As a condition to the issuance of Refunding Bonds or Additional Bonds, the County and the

Authority must enter into amendments of the Contract required to reflect the issuance of Refunding Bonds or Additional Bonds and make the required adjustments to Basic Payment and Additional Payments. See Appendix C, “SUMMARY OF CERTAIN PROVISIONS OF THE TRUST AGREEMENT, THE SECOND SUPPLEMENTAL TRUST AGREEMENT AND THE INSTALLMENT PURCHASE CONTRACT – The Trust Agreement – Additional Bonds and Refunding Bonds.”

No Reserve Fund

No debt service reserve fund or other similar reserve fund has been established with respect to the Series 2019 Bonds.

Casualty and Liability Insurance

The Contract requires that the County place in effect at a minimum the following insurance: (i) an “all risks” policy with coverage equal to 100% of the replacement cost value of the Projects, to be determined no less frequently than annually; and (ii) a general liability policy covering all operations and maintenance in connection with the Projects equal to \$5,000,000 combined aggregate limit per occurrence for personal injury and property damage liability. The County may self insure against such risks under certain circumstances. All such insurance must be issued by companies licensed to do business in the Commonwealth of Virginia with the Best’s Key Rating of at least A:VI. See Appendix C, “SUMMARY OF CERTAIN PROVISIONS OF THE TRUST AGREEMENT, THE SECOND SUPPLEMENTAL TRUST AGREEMENT AND THE INSTALLMENT PURCHASE CONTRACT – Installment Purchase Contract – Insurance.”

Casualty, Condemnation

In the event that all or a portion of a Project or Projects is damaged or destroyed by fire or taken by condemnation, the County is obligated either to (a) repair and restore such damaged Project or Projects to substantially the same condition or utility value as existed prior to such event or (b) apply the Net Proceeds resulting from such event, together with other available moneys, to the payment of a *pro rata* portion of the Series 2019 Bonds relating to such damaged or destroyed Project or in full of the Series 2019 Bonds if all the Projects are damaged or destroyed, either through redemption of the Series 2019 Bonds as described herein under “THE SERIES 2019 BONDS – Redemption of Bonds – Extraordinary Optional Redemption” or a defeasance of the Series 2019 Bonds in accordance with the Trust Agreement. See Appendix C, “SUMMARY OF CERTAIN PROVISIONS OF THE TRUST AGREEMENT, THE SECOND SUPPLEMENTAL TRUST AGREEMENT AND THE INSTALLMENT PURCHASE CONTRACT – Installment Purchase Contract – County’s Obligation to Maintain and Repair the Properties.”

DEBT SERVICE REQUIREMENTS

The following tables set forth the debt service requirements for the Series 2019 Bonds:

<u>Fiscal Year⁽¹⁾</u>	<u>Series 2019 Bonds</u>		<u>Total Debt Service</u>
	<u>Principal</u>	<u>Interest</u>	
2020			
2021			
2022			
2023			
2024			
2025			
2026			
2027			
2028			
2029			
2030			
2031			
2032			
Totals ⁽²⁾			

⁽¹⁾Debt service on the Series 2019 Bonds is shown on the basis of the County's fiscal year, the 12-month period commencing on July 1 of one calendar year and ending June 30 of the subsequent calendar year.

⁽²⁾Columns may not add due to rounding.

INVESTMENT CONSIDERATIONS

The following is a summary of certain risk factors attendant to investment in the Series 2019 Bonds. In order to identify risk factors and make an informed investment decision, investors should review thoroughly all the information contained in this Official Statement.

Non-Appropriation or Default on the Contract

The obligation of the County to make Basic Contract Payments and Additional Contract Payments is subject to appropriation of funds for that purpose. The likelihood that the Board of Supervisors will continue to appropriate funds for Basic Contract Payments and Additional Contract Payments during each fiscal year may depend on a number of factors, including, but not limited to (a) the continuing need of the County for the Projects, (b) political, economic and other factors affecting County government, (c) general fund revenues and expenditures, (d) economic conditions in the County, (e) the usefulness or value of the Projects and (f) the availability of alternative facilities.

TAX MATTERS

Opinion of Bond Counsel

The Authority and, the County have covenanted to comply with applicable provisions of the Internal Revenue Code of 1986, as amended (the "Code"), relating to the exclusion from gross income of the interest on the Series 2019 Bonds for purposes of federal income taxation. In the opinion of Norton Rose Fulbright US LLP, Bond Counsel, under current law and assuming continuing compliance by the County and the Authority with such covenants and requirements of the Code regarding, among other matters, the use, expenditure and investment of Series 2019 Bond proceeds and the timely payment of certain investment earnings to the United States Treasury, interest on the Series 2019 Bonds will not be included in the gross income of the owners thereof for federal income tax purposes. Failure by the

County or the Authority to comply with such covenants and requirements may cause interest on the Series 2019 Bonds to be includable in the gross income of the owners thereof retroactive to the date of issue of the Series 2019 Bonds. No opinion is rendered by Bond Counsel as to the effect on the exclusion from gross income of the interest on the Series 2019 Bonds for federal income tax purposes of any action taken or not taken without the approval of Bond Counsel or in reliance upon the advice or opinion of counsel other than Bond Counsel.

Interest on the Series 2019 Bonds will not be an item of tax preference for purposes of the federal alternative minimum tax under the Code. The Code contains other provisions (some of which are noted below) that could result in tax consequences, as to which no opinion will be rendered by Bond Counsel, as a result of ownership of the Series 2019 Bonds or the inclusion in certain computations of interest that is excluded from gross income.

Original Issue Discount

The excess, if any, of the amount payable at maturity of any maturity of the Series 2019 Bonds purchased as part of the initial public offering over the issue price thereof constitutes original issue discount. The amount of original issue discount that has accrued and is properly allocable to an owner of any maturity of the Series 2019 Bonds with original issue discount (a "Discount Bond") will be excluded from gross income for federal income tax purposes to the same extent as interest on the Series 2019 Bonds. In general, the issue price of a maturity of the Series 2019 Bonds is the first price at which a substantial amount of Series 2019 Bonds of that maturity was sold (excluding sales to bond houses, brokers, or similar persons or organizations acting in the capacity of underwriters, placement agents, or wholesalers) and the amount of original issue discount accrues in accordance with a constant yield method based on the compounding of interest. A purchaser's adjusted basis in a Discount Bond is to be increased by the amount of such accruing discount for purposes of determining taxable gain or loss on the sale or other disposition of such Discount Bonds for federal income tax purposes.

A portion of the original issue discount that accrues in each year to an owner of a Discount Bond which is a corporation will be included in the calculation of the corporation's federal alternative minimum tax liability. In addition, original issue discount that accrues in each year to an owner of a Discount Bond is included in the calculation of the distribution requirements of certain regulated investment companies and may result in some of the collateral federal income tax consequences discussed herein. Consequently, an owner of a Discount Bond should be aware that the accrual of original issue discount in each year may result in an alternative minimum tax liability, additional distribution requirements or other collateral federal income tax consequences although the owner of such Discount Bond has not received cash attributable to such original issue discount in such year.

The accrual of original issue discount and its effect on the redemption, sale, or other disposition of a Discount Bond that is not purchased in the initial offering at the first price at which a substantial amount of such Series 2019 Bonds is sold to the public may be determined according to rules that differ from those described above. Owners of Discount Bonds should consult their tax advisors with respect to the determination for federal income tax purposes of the amount of original issue discount with respect to such Discount Bonds and with respect to state and local tax consequences of owning and disposing of such Discount Bonds.

Bond Premium

The excess, if any, of the tax basis of Series 2019 Bonds purchased as part of the initial public offering to a purchaser (other than a purchaser who holds such Series 2019 Bonds as inventory, stock in trade, or for sale to customers in the ordinary course of business) over the amount payable at maturity is

“Bond Premium.” Bond Premium is amortized over the term of such Series 2019 Bonds for federal income tax purposes (or, in the case of a bond with bond premium callable prior to its stated maturity, the amortization period and yield may be required to be determined on the basis of an earlier call date that results in the lowest yield on such bond). Owners of such Series 2019 Bonds are required to decrease their adjusted basis in such Series 2019 Bonds by the amount of amortizable Bond Premium attributable to each taxable year such Series 2019 Bonds are held. The amortizable bond premium on such Series 2019 Bonds attributable to a taxable year is not deductible for federal income tax purposes; however Bond Premium on such Series 2019 Bonds is treated as an offset to qualified stated interest received on such Series 2017 Bonds. Owners of such Series 2019 Bonds should consult their tax advisors with respect to the determination for federal income tax purposes of the treatment of Bond Premium upon sale, redemption or other disposition of such Series 2019 Bonds and with respect to state and local income tax consequences of owning and disposing of such Series 2019 Bonds.

Backup Withholding

Interest paid on the Series 2019 Bonds is subject to information reporting in a manner similar to interest paid on taxable obligations. While this reporting requirement does not by itself, affect the excludability of interest on the Series 2019 Bonds from gross income for federal income tax purposes, the reporting requirement causes the payment of interest on the Series 2019 Bonds to be subject to backup withholding if such interest is paid to beneficial owners who (i) are not “exempt recipients,” and (ii) either fail to provide certain identifying information (such as the beneficial owner’s taxpayer identification number) in the required manner or have been identified by the Internal Revenue Service as having failed to report all interest and dividends required to be shown on their income tax returns. Generally, individuals are not exempt recipients, whereas corporations and certain other entities generally are exempt recipients. Amounts withheld under the backup withholding rules from a payment to a beneficial owner would be allowed as a refund or a credit against such beneficial owner’s federal income tax liability provided the required information is furnished to the Internal Revenue Service.

Other Tax Consequences

Under the Authority Act, the income on the Series 2019 Bonds, including any profit made on the sale thereof, is exempt from all taxation by the Commonwealth or any political subdivision thereof.

The Code contains other provisions (some of which are noted below) that could result in tax consequences, upon which Bond Counsel expresses no opinion, as a result of ownership of the Series 2019 Bonds or the inclusion in certain computations of interest on the Series 2019 Bonds that is excluded from gross income for purposes of federal income taxation.

PROSPECTIVE PURCHASERS OF THE SERIES 2019 BONDS SHOULD CONSULT THEIR TAX ADVISORS AS TO THE APPLICABILITY AND IMPACT OF ANY SUCH COLLATERAL TAX CONSEQUENCES.

Ownership of tax-exempt obligations may result in collateral federal income tax consequences to certain taxpayers, including, without limitation, financial institutions, property and casualty insurance companies, certain foreign corporations doing business in the United States, certain S Corporations with excess passive income, individual recipients of Social Security or Railroad Retirement benefits, taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry tax-exempt obligations and taxpayers who may be eligible for the earned income tax credit.

Future Tax Developments

Future or pending legislative proposals, if enacted, regulations, rulings or court decisions may cause interest on the Series 2019 Bonds to be subject, directly or indirectly, to federal income taxation or to State or local income taxation, or may otherwise prevent beneficial owners from realizing the full current benefit of the tax status of such interest. Legislation or regulatory actions and future or pending proposals may also affect the economic value of the federal or state tax exemption or the market value of the Series 2019 Bonds. Prospective purchasers of the Series 2019 Bonds should consult their tax advisors regarding any future, pending or proposed federal or state tax legislation, regulations, rulings or litigation as to which Bond Counsel expresses no opinion.

RATINGS

The Series 2019 Bonds have been rated “___” by Moody’s Investors Service, Inc. (“Moody’s”), and “___” by S&P Global Ratings, a division of Standard & Poor’s Financial Services LLC (“S&P”). The County requested that the Series 2019 Bonds be rated and furnished certain information to Moody’s and S&P, including certain information that is not included in this Official Statement. These ratings are not a recommendation to buy, sell or hold the Series 2019 Bonds. Generally, rating agencies base their ratings on such materials and information, as well as investigations, studies and assumptions of the rating agencies.

Such ratings may be changed at any time and no assurance can be given that they will not be revised downward or withdrawn entirely by any or all of such rating agencies, if, in the judgment of any or all, circumstances so warrant. Such circumstances may include, without limitation, change in or unavailability of information relating to the County. Any such downward revision or withdrawal of any of such ratings may have an adverse effect on the market price of the Series 2019 Bonds.

LEGAL MATTERS

Certain legal matters relating to the authorization and validity of the Series 2019 Bonds are subject to the approving opinion of Norton Rose Fulbright US LLP, Washington, D.C., Bond Counsel. Such opinion will be furnished without expense to the purchasers of the Series 2019 Bonds.

Certain legal matters will be passed upon for the Authority by Thomas O. Lawson, Esq., P.L.C., Fairfax, Virginia, and for the County by Elizabeth D. Teare, Esquire, County Attorney.

LEGALITY FOR INVESTMENTS

Under the Enabling Act, the Series 2019 Bonds are legal and authorized investments for banks, trustees, trust companies, building and loan associations, insurance companies, fiduciaries, trustees, guardians for all public funds of the Commonwealth of Virginia or other political subdivisions of the Commonwealth of Virginia, and any and all public funds of cities, towns, counties, school districts or other political corporations or subdivisions of the Commonwealth of Virginia.

LITIGATION

No litigation is pending or, to the knowledge of the Authority’s knowledge, threatened (a) to restrain or enjoin the issuance, sale or delivery of any of the Series 2019 Bonds, the application of the proceeds thereof as provided in the Trust Agreement or the collection of revenues pledged under the Trust Agreement, (b) in any way contesting or affecting any authority for the issuance or validity of the Series 2019 Bonds or the validity of the Trust Agreement, (c) in any way contesting the creation, existence or

powers of the Authority or (d) that, if determined adversely against the Authority, would have a material adverse effect on the Authority.

See Appendix A for a description of litigation affecting the County.

FINANCIAL ADVISOR

The County has retained PFM Financial Advisors LLC, Arlington, Virginia, as financial advisor (the “Financial Advisor”) in connection with the issuance of the Series 2019 Bonds. Although the Financial Advisor assisted in the preparation and review of this Official Statement, the Financial Advisor is not obligated to undertake, and has not undertaken to make, an independent verification or to assume responsibility for the accuracy, completeness, or fairness of the information contained in this Official Statement. The Financial Advisor is not engaged in the business of underwriting municipal securities.

SALE AT COMPETITIVE BIDDING

The Series 2019 Bonds will be offered for sale at competitive bidding on a date determined pursuant to the provisions of the Notice of Sale relating to the Series 2019 Bonds (See “Appendix F – Notice of Sale”). After the Series 2019 Bonds have been awarded, the Authority will issue an Official Statement in final form to be dated the date of the award. The Authority will deem the Official Statement in final form as of its date, and the Official Statement in final form will be a “Final Official Statement” within the meaning of Rule 15c2-12 under the Securities Exchange Act of 1934, as amended. The Official Statement in final form will include, among other matters, the identity of the winning bidder (the “Underwriters”), the expected selling compensation to the Underwriters and other information on the interest rates and offering prices or yields of the Series 2019 Bonds, all as supplied by the Underwriters.

CONTINUING DISCLOSURE UNDERTAKING

The Authority has determined that no financial or operating data concerning the Authority is material to any decision to purchase, hold or sell the Series 2019 Bonds, and the Authority will not provide any such information. The County has undertaken all responsibilities for continuing disclosure for the benefit of the Owners, and the Authority shall have no liability to the Owners or any other person with respect to such disclosures.

The Securities and Exchange Commission has adopted Rule 15c2-12 under the Securities Exchange Act of 1934, as amended (the “Rule”). In general, the Rule prohibits an underwriter from purchasing or selling municipal securities such as the Series 2019 Bonds, unless it has determined that the issuer of such securities or other persons deemed to be material “obligated persons” have committed to provide to The Electronic Municipal Market Access (“EMMA”) system administered by the Municipal Securities Rulemaking Board (i) on an annual basis, certain financial information and operating data (“Annual Reports”), and, if available, audited financial statements, and (ii) notice of various events described in the Rule (“Event Notices”).

The County will covenant in the Continuing Disclosure Agreement (the form of which appears in Appendix E), to be dated the date of delivery of the Series 2019 Bonds, for the benefit of the holders of the Series 2019 Bonds, to provide Annual Reports to EMMA, annually, not later than March 31 of each year, commencing March 31, 2020. Similarly, the County will provide Event Notices with respect to the Series 2019 Bonds to EMMA.

In accordance with continuing disclosure undertakings (the “Sewer Undertakings”) relating to the County’s sewer revenue bonds, the County agreed to provide and file certain annual financial and

statistical information (“Sewer System Annual Disclosure Reports”) relating to the County’s sanitary sewer system (the “System”) as well as the County’s audited financial statements for the System (“Sewer System Annual Financial Statements”). For the Fiscal Years ended June 30, 2009, and June 30, 2010, the County prepared and filed the Sewer System Annual Disclosure Reports for each year. Such filings, however, inadvertently did not include the prepared Sewer System Annual Financial Statements (the “2009 and 2010 Sewer System Annual Financial Statements”) required to be included in such filings pursuant to the terms of the Continuing Disclosure Undertakings, although the 2009 and 2010 Sewer System Annual Financial Statements were timely posted to the County’s website. As of June 5, 2014, the County filed the 2009 and 2010 Sewer System Annual Financial Statements. In addition, as a condition to the issuance of various series of revenue bonds (“UOSA Bonds”) issued by the Upper Occoquan Service Authority for the benefit of the County and other jurisdictions, the County has agreed pursuant to continuing disclosure undertakings (the “UOSA Undertakings”) to provide and file the Sewer System Annual Disclosure Reports and Sewer System Annual Financial Statements. The 2009 and 2010 Sewer System Annual Financial Statements were filed pursuant to the UOSA Undertakings but not in a timely manner and other filings were complete and timely but were not correctly cross-referenced to the UOSA Bonds. The County has implemented procedures to ensure the inclusion of necessary information in a timely manner in future filings required by the Sewer Undertakings and the UOSA Undertakings.

Pursuant to several continuing disclosure undertakings entered into relating to the Fairfax County Economic Development Authority’s Transportation Contract Revenue Bonds (Route 28 Project), the County provided all required information, except that it inadvertently did not include in its annual information required under such undertakings a description of the twenty largest owners of real property by assessed value in the State Route 28 Highway Transportation Improvement District. The County has implemented procedures to ensure the inclusion of such information in future filings.

In addition, pursuant to the Sewer Undertakings relating to certain sewer revenue bonds defeased on May 12, 2016 (the “Sewer Bonds Defeasance”), the County agreed to provide timely notice of the Sewer Bonds Defeasance. Pursuant to the escrow deposit agreement, dated May 12, 2016, between Fairfax County and its Escrow Agent, the Escrow Agent agreed to provide notice to EMMA of the Sewer Bonds Defeasance within two days of the date of the agreement. The Escrow Agent did not provide this notice within the two-day period. After inquiry from the County, the Escrow Agent did provide such notice, but not within the time periods required by the relevant Sewer Undertakings. The County has strengthened its procedures to ensure that event notices to be provided by outside entities on the County’s behalf are done within the required time periods.

Except as described under this caption, in the five years preceding the date of this Official Statement, the County has materially complied with its undertakings under the Rule.

Any failure by the County to perform its obligations under the Continuing Disclosure Agreement will not constitute an Event of Default under the Trust Agreement or the Series 2019 Bonds; rather, the right to enforce the provisions of the Continuing Disclosure Agreement is limited to the right to compel performance.

MISCELLANEOUS

All information contained in this Official Statement is subject, in all respects, to the complete body of information contained in the original sources thereof, and no guarantee, warranty, or other representation is made concerning the accuracy or completeness of the information herein. In particular, no opinion or representation is rendered as to whether any projection will approximate actual results, and all opinions, estimates and assumptions, whether or not expressly identified as such, should not be considered statements of fact.

PRELIMINARY OFFICIAL STATEMENT DEEMED FINAL

The distribution of this Preliminary Official Statement has been duly authorized by the Authority. The Board of Supervisors of the County deems this Preliminary Official Statement final as of its date within the meaning of Rule 15c2-12 under the Securities Exchange Act of 1934, as amended, except for the omission of certain pricing and other information permitted to be omitted by Rule 15c2-12.

**FAIRFAX COUNTY ECONOMIC
DEVELOPMENT AUTHORITY**

By: _____
Chairman

INFORMATION RELATING TO FAIRFAX COUNTY

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FAIRFAX COUNTY

GENERAL DESCRIPTION

Overview

The County is located in the northeastern corner of the Commonwealth of Virginia (the “Commonwealth”) and encompasses a net land area of 407 square miles. Its current estimated population exceeds one million. The County is part of the Washington, D.C., metropolitan area, which includes jurisdictions in Maryland, the District of Columbia and Northern Virginia.

The Fairfax County government is organized under the Urban County Executive form of government (as defined under Virginia law). The governing body of Fairfax County is the Board of Supervisors, which makes policies for the administration of the County. The Board of Supervisors is comprised of ten members: the Chairman, elected at large for a four-year term, and one member from each of nine districts, each elected for a four-year term by the voters of the district in which the member resides. The Board of Supervisors appoints a County Executive to act as the administrative head of the County. The County Executive serves at the pleasure of the Board of Supervisors, carries out the policies established by the Board of Supervisors, directs business and administrative procedures, and recommends officers and personnel to be appointed by the Board of Supervisors. (See Appendix I.)

In Virginia, cities and counties are discrete units of government and do not overlap. Fairfax County completely surrounds the City of Fairfax and is adjacent to the City of Falls Church and the City of Alexandria. (See Appendix II.) Property within these cities is not subject to taxation by Fairfax County, and the County generally is not required to provide governmental services to their residents. The County does, however, provide certain services to the residents of certain of these cities pursuant to agreements with such cities.

In Fairfax County there are three incorporated towns, Clifton, Herndon and Vienna, which are underlying units of government within the County, and the ordinances and regulations of the County are, with certain limitations prescribed by Virginia law, generally effective in them. (See Appendix III.) Property in these towns is subject to County taxation, and the County provides certain services to their residents. These towns may incur general obligation bonded indebtedness without the prior approval of the County (more fully discussed in “DEBT ADMINISTRATION – Underlying Bonded Indebtedness”).

Population

Fairfax County’s estimated 2017 population is 1,142,888. In 1980, Fairfax County was the third most populous jurisdiction in the Washington, D.C., primary metropolitan statistical area, as defined by the U.S. Bureau of the Census. By 1990, Fairfax County, with 818,584 residents, had become the most populous jurisdiction in the Washington, D.C. area, having added an average of 22,168 people per year in the 1980s. Population growth during the 1990s and 2000s slowed; on average, the County gained about 10,286 people per year during 2008-2017.

Fairfax County Population

<u>Calendar Year</u>	<u>Population</u>
1940	40,929
1950	98,557
1960	248,897
1970	454,275
1980	596,901
1990	818,584
2000	969,749
2001	984,366
2002	1,004,435
2003	1,012,090
2004	1,022,298
2005	1,033,646
2006	1,037,311
2007	1,041,507
2008	1,050,315
2009	1,074,227
2010	1,081,726
2011	1,100,692
2012	1,118,602
2013	1,130,924
2014	1,137,538
2015	1,142,234
2016	1,138,652
2017	1,142,888

Sources: U.S. Bureau of the Census (1940-2000, 2010) and 2010 Decennial Censuses; FY 2011-2018 Fairfax County Comprehensive Annual Financial Report

The following table reflects the population age distribution of County residents, based on the U.S. Census Bureau's 2010 Decennial Census. The survey estimated the County's total population in 2010 at 1,081,726.

Household Population Age Distribution Fairfax County

<u>Age Group</u>	<u>2010</u>	
	<u>Number</u>	<u>Percent (%)</u>
Under 20 years	285,405	26.4
20 – 34	218,781	20.2
35 – 54	339,757	31.4
55 – 64	131,493	12.2
65 and Over	<u>106,290</u>	<u>9.8</u>
Total	1,081,726	100.0

Sources: U.S. Bureau of the Census, 2010 Decennial Census and Virginia Employment Commission

Based on the latest data released by the U.S. Census Bureau, Fairfax County's median household income was \$117,515 and median family income was \$135,791 in 2017. Approximately 37.2% of the County's households and 44.6% of families had annual incomes of \$150,000 or more. The following table shows the 2017 household and family income distribution in the County.

2017 Household and Family Income Distribution (by Percentage)¹

<u>Income Level</u>	<u>Household</u>	<u>Family</u>
Under \$25,000	7.2%	5.2%
\$25,000 – 49,999	9.8%	8.7%
\$50,000 – 74,999	12.3%	10.1%
\$75,000 – 99,999	12.1%	10.6%
\$100,000 – 149,999	21.4%	20.8%
\$150,000 or more	37.2%	44.6%
Median Income	\$117,515	\$135,791

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

¹ Household Income is defined as that income which is available to all residents of a housing unit, regardless of relationship. Income is from all sources, before taxes and deductions, and includes wages, business, retirement, SSI, alimony, child support, interest, etc. Family Income is derived by including only those households containing two or more persons related by blood, marriage or adoption. Percentages may add to more than 100% due to rounding.

Certain County Administrative and Financial Staff Members

Bryan J. Hill, County Executive, was appointed as County Executive by the Fairfax County Board of Supervisors effective January 2, 2018. He was previously the Chief Administrative Officer and Clerk to the Board for James City County from 2014 to 2017; he previously spent seven years with Beaufort County, S.C. as deputy county administrator. At James City County, Hill was responsible for oversight of staff, major infrastructure projects, economic development, transportation initiatives and the development and implementation of that county's first strategic plan. He recently led the realignment of James City County's debt portfolio, which resulted in AAA ratings from each of the three major bond rating agencies. Hill also has served as the vice chancellor for finance and operations at the University of South Carolina's Beaufort/Bluffton Campus, and as the director of finance for the University of Maryland's Office of Information and Technology as well as director of administration for the Department of Aerospace Engineering. He has a bachelor's degree in public administration from Alfred University and a master's degree in public administration from the University of Southern California.

Tisha Deeghan, Deputy County Executive, was appointed in December 2017 as Deputy County Executive for Health and Human Services, which comprises ten agencies serving residents of Fairfax County and the Cities of Fairfax and Falls Church. Ms. Deeghan first joined Fairfax County in September 2014 as the Executive Director of the Fairfax-Falls Church Community Services Board (CSB). Prior to coming to Virginia, Ms. Deeghan worked for thirteen years as the Senior Vice President/Chief Operating Officer for Genesee Health System (GHS) in Flint, Michigan. Ms. Deeghan had responsibility for the agency's behavioral health and managed care operations, as well as integrated health programs, including a directly operated Federally Qualified Health Center, endeavoring to address the often-poor health status of the people served by GHS each year. She has worked in the field of mental health and substance use disorder treatment and prevention for 36 years, more than 30 of them in leadership roles, including 18 years as an accreditation surveyor for CARF and national healthcare consultant in both the public and private sectors. Ms. Deeghan has presented on related topics at numerous state and national conferences, including the American Public Health Association, National Council for Behavioral Health, and NIMH. Ms. Deeghan received her Bachelor of Science in Psychology from the Honors College,

Michigan State University, and Master of Social Work from Michigan State University. She received her Master of Health Services Administration/Public Health from the Department of Health Management & Policy, University of Michigan School of Public Health.

David M. Rohrer, Deputy County Executive, has worked with the Fairfax County Police Department for almost 32 years and was appointed chief in 2004. In addition, Mr. Rohrer has also served as deputy chief for investigations and operations support; Patrol Bureau commander; Special Operations Division and district commander; SWAT first-line supervisor; and first-line patrol supervisor. Mr. Rohrer has served two terms as chairman of the Metropolitan Washington Council of Governments Police Chiefs' Committee, and he is a member of numerous organizations, including the International Association of Chiefs of Police; the Major Cities Chiefs' Association; the Police Executive Research Forum; and the Virginia Association of Chiefs of Police. Mr. Rohrer holds a bachelor's degree in administration of justice from George Mason University.

On January 22, 2019, the Board of Supervisors appointed Rachel O'Dwyer Flynn as Deputy County Executive. The appointment was effective February 4, 2019. Flynn will oversee the Department of Public Works and Environmental Services, the Department of Transportation, the Park Authority, the Department of Code Compliance, Land Development Services and a future agency that will combine the Department of Planning and Zoning and the Office of Community Revitalization. Flynn has 35 years of experience in both private and public organizations as an architect, urban planner, director of planning/building/economic development and a real estate development executive. She is currently the director of design management, planning and entitlements at Google, and from 2016-18, she was the vice president of FivePoint Communities. Previously, Flynn served as the director of the Department of Planning and Building for the City of Oakland, Calif. from 2013-16; the director of planning for Otak International in Abu Dhabi from 2011-12; the director for the Department of Community Development for the City of Richmond from 2006-11; and the director of the Department of Community Planning and Development for the City of Lynchburg from 1998-2006. Flynn has led efforts to develop award-winning master plans and city-wide general plans throughout her career. She has been honored with numerous awards from civic and professional organizations for implementing successful and complex plans, progressive environmental initiatives and innovative GIS/technology programs. Flynn holds a bachelor's in architecture and a master's in engineering management from Catholic University and a master's in public administration from Harvard University. She is a licensed architect and a member of the American Institute of Architects.

Elizabeth D. Teare was appointed County Attorney by the Fairfax County Board of Supervisors effective July 1, 2016. Prior to her appointment, Ms. Teare served as the Deputy County Attorney for the Land Use and Environmental Law Section of the Fairfax County Attorney's Office from 2012 through 2016. From 2009 through 2012, she served as a Senior Assistant County Attorney and from 2000 to 2008 as an Assistant County Attorney. Prior to her tenure with the Fairfax County Attorney's Office, Ms. Teare was an associate attorney with a law firm known at that time as Surovell, Jackson, Colten & Dugan, P.C., in Fairfax, Virginia, from 1992 to 2000. She also worked as an Assistant Attorney General in Richmond, Virginia, in a temporary position from 1991 to 1992. Ms. Teare clerked for the Honorable Rosemarie Annunziata, who was then a Fairfax County Circuit Court Judge, from 1990 to 1991. Ms. Teare has been appointed by the Supreme Court of Virginia to serve on the faculty of the Virginia State Bar's Harry L. Carrico Professionalism Course. In addition, she has lectured on land use and environmental law related issues for the Fairfax County Bar Association and the Local Government Attorneys of Virginia. Ms. Teare received a Bachelor of Arts degree from Sweet Briar College, *magna cum laude* with high honors in English, in 1986. In 1990, Ms. Teare received her juris doctorate degree, *cum laude*, from the Washington and Lee University School of Law and was admitted to the Virginia State Bar later that year.

Joseph M. Mondoro is the Chief Financial Officer/Director of the Department of Management and Budget of the County effective September 2015. Prior to assuming the duties of Chief Financial Officer/Director of the Department of Management and Budget, Mr. Mondoro had been Acting Chief Financial Officer/Director of the Department of Management and Budget of the County effective April 2015. From February 2004 until his appointment as Chief Financial Officer/Director of the Department of Management and Budget of the County, Mr. Mondoro served as Deputy Director of the Department of Management and Budget. Mr. Mondoro received his Bachelor's Degree in History and Government and a Masters of Public Policy from the College of William and Mary. Mr. Mondoro worked as an analyst in the Financial Planning Bureau of the City of Norfolk, Virginia from 1993 to 1995. He joined the Fairfax County Department of Management and Budget in July 1995 as a budget analyst.

Christopher J. Pietsch was appointed Director of Finance for Fairfax County effective December 30, 2013. From 2003 until his appointment as Director of Finance, Mr. Pietsch served as the Director of the Fairfax County Internal Audit Office. Prior to that, Mr. Pietsch spent 16 years working in bank auditing as well as governmental auditing with the Commonwealth. Mr. Pietsch is a graduate of James Madison University, Harrisonburg, Virginia, with a degree in Finance. In addition, he is a Certified Public Finance Officer, Certified Internal Auditor and a Certified Bank Auditor.

County Employees

As of July 2018, the School Board of Fairfax County, Virginia (the "School Board"), supported 24,715 full time equivalent positions. The County supported 11,249 full time equivalent positions in activities funded directly or supported by the General Fund and 1,303 full time equivalent positions employed in activities not supported by the General Fund, principally the County's Integrated Sewer System (the "Integrated Sewer System"). Fairfax County employees are not represented by unions. Fairfax County public school employees have, however, organized the Fairfax Education Association and the Fairfax County Federation of Teachers to represent the interests of its members at public hearings and meetings before the School Board and the Board of Supervisors. General County employees' interests are represented at these types of meetings by the Employees Advisory Council and other groups such as police, fire, and sheriff employee organizations. None of these organizations is empowered to serve as negotiating agent for its members for collective bargaining purposes. Collective bargaining by public employees in Virginia is prohibited by law, a restriction upheld by the Supreme Court of Virginia.

GOVERNMENT SERVICES

Reflecting its urban character, Fairfax County provides a comprehensive range of public services characteristic of its form of government under Virginia law and its integral position within the Washington metropolitan area. The following subsections describe principal governmental services and services performed in conjunction with other governmental entities.

General Government Administration

The County government center complex is located in the Fairfax Center area and is accessible by U.S. Routes 50 and 29, near Interstate Highway 66. The 675,000 square foot government center houses core County services and agencies. Three adjacent County office buildings provide an additional 760,000 square feet of space and house primarily human services, community development and public safety agencies and departments of the County. The County also occupies a 135,000 square foot governmental center for delivery of County services in the southeast part of the County, and has six remote governmental centers throughout the County. The centers provide office space for members of the Board of Supervisors, personnel, police, and building inspectors, and provide meeting rooms for community activities.

In July 2018, the International City/County Management Association (ICMA) announced that it had awarded its Certificate of Excellence to Fairfax County for the ninth consecutive year. The County is among only 29 jurisdictions across the nation being recognized for their superior efforts and results in performance measurement and management with this award – the organization’s highest level of recognition – from the ICMA Center for Performance Measurement™ (CPM). The Certificate of Excellence is the highest of CPM’s three levels of recognition, and pays special tribute to the County’s efforts in identifying and reporting to the public key outcome measures and surveying of residents and employees, as well as the pervasiveness of performance measurement in the County’s culture.

Fairfax County’s Comprehensive Annual Financial Report for the fiscal year ended June 30, 2017, received the Certificate of Achievement for Excellence in Financial Reporting for the 41st year from the Government Finance Officers Association (GFOA). Fairfax County has also earned GFOA’s Distinguished Budget Presentation Award for the past 34 years. This award represents the highest form of recognition in governmental budgeting and reflects the commitment of the governing body and staff to meet the highest principles of public budgeting. The Association of Public Treasurers of the United States and Canada (“APT”) has awarded the County certification for its investment policy every year since 1998, confirming that the County meets the high public investment standards set forth by the Association. Written investment policies submitted to the APT received vigorous peer team review for conformity with principles of sound investment management, careful public stewardship, and adoption of the profession’s best practices.

Public Schools

Fairfax County Public Schools (“FCPS”) is the largest educational system in the Commonwealth of Virginia and the tenth largest school system nationwide, ranked by enrollment. The system is directed by a twelve-person School Board elected by County residents to serve four-year terms. A student representative with a one-year term participates in the School Board’s discussions but does not vote. Because the School Board is not empowered to levy taxes or to incur indebtedness, the operating costs of FCPS are provided by transfers to the School Board from the General Fund of the County and the federal and Commonwealth governments (see the “FINANCIAL INFORMATION – General Fund Summary” herein). Capital construction funding for public school facilities is provided primarily by the sale of general obligation bonds of the County.

The FCPS system is a high quality system offering a variety of programs. There is a strong academic program for college-bound students. More than 89% of FCPS graduates self-reported plans to enroll in post-secondary educational programs. In addition to the traditional academic curriculum, the Thomas Jefferson High School for Science and Technology provides a four-year college preparatory program for students who have a strong interest and high aptitude in mathematics, science, computer science, engineering, or related professional fields. The school is designated as one of the Governor’s magnet schools for science and technology, and students from other Northern Virginia counties are admitted on a tuition-paying basis.

FCPS also offers an extensive program for students pursuing opportunities in technical careers, with courses in business, health occupations, industrial technology, marketing, trade and industrial, and family and consumer sciences studies. In addition, there are special programs offered for gifted children and for students with disabilities spanning ages 2 through 21. FCPS also provides an extensive adult education program offering basic education courses and general education, vocational, and enrichment programs.

As of FY 2019, the School Board operates 191 schools and 7 special education centers:

Fairfax County Public Schools

<u>Type of School</u>	<u>Number of Public Schools</u>
Elementary School	141
Middle School	23
High School	22
Secondary Schools ¹	3
Alternative High Schools	2
Special Education Centers	<u>7</u>
Total	198

Source: Fairfax County Public Schools FY 2019 Approved Budget

¹ Grades 7-12.

The number of students attending Fairfax County Public Schools increased overall between FY 2010 and FY 2018. Enrollment for FY 2018 was 189,022, an increase of 16,631 students over the FY 2010 enrollment. FY 2019 approved enrollment is 190,168 students.

Fairfax County Public Schools Enrollment

<u>Fiscal Year</u>	<u>Number of Public School Students</u>	<u>% Change</u>
2010	172,391	-
2011	174,933	1.47
2012	177,918	1.71
2013	181,259	1.88
2014	183,895	1.45
2015	185,914	1.10
2016	185,979	0.03
2017	187,484	0.81
2018	189,022	0.82
2019	190,168	0.61

Source: Fairfax County Public Schools FY 2019 Approved Budget

The average per pupil expenditures based on FY 2019 approved budget operating costs for several Washington metropolitan area jurisdictions are as follows:

Washington Metropolitan Area Per Pupil Expenditures

<u>Jurisdiction</u>	<u>Per Pupil Expenditures</u>
Arlington County	\$19,340
Falls Church City	18,219
Alexandria City	17,099
Montgomery County (Md.)	16,030
Fairfax County	14,767
Prince George's County (Md.)	13,816
Loudoun County	13,688
Manassas City	12,846
Manassas Park	11,242
Prince William County	11,222

Sources: FY 2018 Washington Area Boards of Education Guide; FCPS FY 2019 Approved Budget

Of the Advanced Placement (AP) tests taken by FCPS students in 2017, 74% rated a score of 3 or above (on a grading scale of 1 to 5). In 2017, 38,599 AP test were given, an increase of 13.6% from 2011. Students who score a 3 or above on at least three AP exams are recognized by the College Board as AP Scholars; the total number of FCPS students recognized as AP Scholars rose from 5,176 in 2011 to 6,428 in 2017.

For the 2016-2017 school year, FCPS' average SAT score was 1187, compared with the Virginia average of 1095 and the national average of 1044.

Public Works

The Department of Public Works and Environmental Services (DPWES) provides essential management, professional engineering, design, and construction services in support of the construction of roads, sidewalks, trails, storm drainage, sewers, street lights, bus shelters and public facilities (except schools, housing, and parks). DPWES is also responsible for the acquisition of land for, and timely construction of, public facilities projects contained in bond referenda questions approved by the voters of Fairfax County. See "DEBT ADMINISTRATION – Bond Referenda Authorization" herein.

Wastewater generated in the County is treated at one County-owned treatment facility (Noman M. Cole, Jr. Pollution Control Plant), four inter-jurisdictional treatment facilities (District of Columbia Water and Sewer Authority's Blue Plains Facility, and plants operated by the Upper Occoquan Sewage Authority, Arlington County, and the Alexandria Renew Enterprises), and one private treatment facility (Harbor View Wastewater Treatment Plant). The County's treatment capacity in the six facilities totals approximately 157 million gallons per day ("mgd"). In addition, the County has purchased 1.0 mgd from the Loudoun County Sanitation Authority and 0.1 mgd of capacity from the Prince William County Service Authority for future flow needs in the southern portion of the County.

DPWES manages and operates the I-95 Sanitary Landfill located on approximately 500 acres in the southern portion of the County. This facility is operated on a "special fund" basis, which utilizes tipping fees to pay for the operation and capital expenditures of the landfill. Since January 1, 1996, the landfill has been dedicated to the disposal of ash generated primarily by the incineration of municipal solid waste at the Arlington/Alexandria Energy-from-Waste Facility and the I-95 Energy/Resource Recovery Facility ("E/RRF") located in Fairfax County. On older portions of the landfill, the County has initiated closure activities, which involve placing a synthetic or low permeability soil cap over the closed

section of the landfill along with installation of landfill gas extraction wells and leachate collection systems. Capping activity has been completed on approximately 260 acres of the site. The closure project is a multi-phase construction project to continue through the remaining life of the facility. The County has established reserves for this purpose and has met the financial assurance requirements established by the Virginia Department of Environmental Quality regarding closure and post-closure care. Additional landfill requirements, whether debris or municipal solid waste, are met through separate contracts.

The E/RRF, which is operated by Covanta Fairfax, Inc., burns solid waste delivered to the facility from the County, other local governments, and merchants. The facility has a dependable electric capacity rating of 63 megawatts for sale to Dominion Virginia Power, although it has the ability to generate over 80 megawatts. Fairfax County and the Fairfax County Solid Waste Authority, which was created by the County, entered into a service contract in August 1987 with Ogden Martin Systems of Fairfax (now Covanta Fairfax, Inc.), under which Covanta Fairfax, Inc., was obligated to design, construct, operate, and maintain a 3,000 ton per day resource recovery facility at the I-95 Landfill Site. On April 11, 2014, the County and Covanta Fairfax, Inc. entered into a Waste Disposal Agreement (WDA) that became effective on February 2, 2016, and has an initial five-year term. Under the WDA, the County's delivery commitment is 650,000 tons (as may be adjusted under the terms of the WDA).

On February 2, 2017, a fire occurred at the E/RRF and caused significant damage to the facility. As a result, the County diverted all of its waste deliveries from the E/RRF from the time of the fire through the end of 2017. The facility reopened on January 1, 2018. During FY 2018, the E/RRF processed 359,466 tons of material.

Transportation

General

Fairfax County is served by various highway, rail, and air transportation facilities. The Capital Beltway (Interstate Highways 95 and 495), Interstate Highways 395 and 66 and the Dulles Toll Road provide access to all parts of the Washington metropolitan area and major surface transportation corridors along the eastern seaboard. The Washington Metropolitan Area Transit Authority ("WMATA") Metrorail system provides area residents with one of the largest and most modern regional transit systems in the world.

Two major airports serve the County with daily national and international service. Washington Dulles International Airport ("Dulles Airport"), located along the County's western boundary, is also the site of a designated Foreign Trade Zone. Ronald Reagan Washington National Airport, located a few miles east of the County, is accessible by Interstate Highways 66 and 395. In 1987, control of these facilities was transferred by a 50-year lease from the federal government to the Metropolitan Washington Airports Authority ("MWAA"), a public authority created by inter-jurisdictional compact between the Commonwealth and the District of Columbia. In June 2003, the lease was extended to 2067.

Ground transportation receives significant attention from the County, primarily in an effort to relieve traffic congestion along the major arterials leading to Washington, D.C. and also to facilitate cross-County movement, connecting established and developing centers of commerce and industry. Recent efforts have included increased local funding for highway improvements, establishment of transportation improvement districts, creation of County transit systems, continued participation in WMATA, and other improvements which encourage increased use of Metrorail, bus services, and carpooling. The County also participates in a regional commuter rail system to expand transportation services available to County residents. In Virginia, the Commonwealth is generally responsible for

highway construction and maintenance. However, highway improvement needs in Fairfax County far exceed the highway revenues available from the Commonwealth.

Since 1993, funding for County transportation projects has been received from Commonwealth bond financing, Federal Highway Reimbursement Anticipation Notes, Commonwealth general funds, fuel tax collections, County bond financing, Northern Virginia Transportation Authority tax collections and other revenue sources. A few of the many projects supported by these funding sources have included the Fairfax County Parkway, the County's share of capital costs for the WMATA's Metrorail system, the Dulles Toll Road, and improvements to U.S. Route 1, U.S. Route 29, I-66, I-95, I-495, the Fairfax County Parkway, State Route 7 and State Route 28.

Metro Transit System

Since 1970, Fairfax County and the other major political subdivisions in the Washington, D.C., metropolitan area have contracted with WMATA to finance, construct and operate a 103-mile Metrorail subway and surface rail transit system. Funding for the construction of the Metrorail system has come from direct Congressional appropriations and by direct local contributions. Five Interim Capital Contributions Agreements between WMATA and the participating political jurisdictions were executed to fully fund and complete the 103-mile adopted regional system. By 2020, 23 additional miles are expected to be added to the system with completion of the Silver Line, with new tracks connecting downtown Washington, D.C., to Washington Dulles International Airport. In July 2014, 11.7 miles of the Silver Line were completed and began operation.

WMATA's Board of Directors periodically adopts a Capital Improvement Plan ("CIP"), which prioritizes and maintains the existing capital plant and rolling stock of the Metrobus and Metrorail systems. The regional counter-parties to WMATA periodically agree to updated funding agreements regarding their portion of capital priorities and infrastructure renewal projects. The County issues bonds as the primary source of the County's share of WMATA's CIP.

In 2018, the Virginia General Assembly adopted legislation to provide annual dedicated funding sources to Metro to address long-term capital needs. Revenue sources previously dedicated to the Northern Virginia Transportation Authority for the Transient Occupancy Tax and Grantor's Tax, in addition to redirecting two statewide revenue sources (state recordation tax currently used to pay bonds from the Northern Virginia Transportation District Fund and motor vehicle rental tax revenues), have been redirected to Metro. Also, a price floor on the regional gas tax was established to provide further dedicated funds to Metro.

The County's operating assistance to WMATA is funded from the General Fund, gasoline tax receipts, and State aid. Fairfax County's share of the bus and rail operating subsidies for FY 2010-FY 2019 are shown in the following table:

Fairfax County WMATA Operating Subsidies
(Millions of Dollars)

<u>Fiscal Year</u>	<u>Bus Operations^{1,2}</u>	<u>Rail Operations¹</u>	<u>ADA Para-transit¹</u>	<u>Less State Aid³</u>	<u>Less Gas Tax Receipts⁴</u>	<u>Adjustments and Interest Applied</u>	<u>Net General Fund</u>
2010	\$40.204	\$22.622	\$9.164	\$46.003	\$17.799	\$0.300	\$7.888
2011	45.387	15.598	11.347	44.745	21.838	0.300	5.449
2012	47.458	19.481	12.410	46.252	26.163	2.259	4.675
2013	48.829	26.209	12.424	49.734	28.568	0.056	9.104
2014	52.118	34.952	13.351	63.893	23.274	4.119	9.135
2015	53.349	39.271	13.367	69.971	24.501	1.974	9.541
2016	57.820	46.666	13.661	91.867	17.262	0.168	8.850
2017	63.200	42.186	13.262	91.247	15.841	0.701	10.859
2018	63.732	58.237	13.417	106.977	16.631	0.874	10.904
2019	62.939	62.379	14.884	111.231	16.300	0.300	12.371

Sources: Fairfax County Department of Transportation and Department of Management and Budget

¹ The amounts shown for operating subsidies represent actual disbursements in those years. Adjustments based on final WMATA annual audited figures are incorporated in the fiscal year in which the credit for an overpayment was applied or a debited amount was paid rather than the fiscal year in which the credit or debit was earned. Fiscal Years 2010-2018 are actual amounts, FY 2019 is the Revised budget amount.

² Includes other service enhancements.

³ Virginia law permits the use of State aid for transportation to fund transit program operating costs in addition to transit program capital costs.

⁴ A 2% retail gasoline tax is dedicated to mass transit costs in those Northern Virginia jurisdictions covered by the Northern Virginia Transportation Commission ("NVTC"). The receipts from this tax are paid to NVTC, which then allocates these funds to participating jurisdictions for payment of transit operating, capital and debt service costs.

Tax Districts

Transportation improvement districts provide another source of funding for transportation improvements in the County. The County, together with Loudoun County, a neighboring jurisdiction, formed the Route 28 Highway Transportation Improvement District (the "Route 28 District") in 1987 to accelerate highway improvements proposed by the Commonwealth to State Route 28. State Route 28 runs approximately parallel to the County's western border and connects State Route 7 in eastern Loudoun County to U.S. Route 50 and Interstate Highway 66 in western Fairfax County. The initial improvements, which consisted of expanding State Route 28 from two to six lanes, with additional turning lanes, are now complete. State Route 28 provides access to Washington Dulles International Airport, as do the Dulles Access Road and the Dulles Toll Road, both of which connect the Capital Beltway to Dulles Airport. Such improvements were financed from proceeds of a special improvements tax (the "Route 28 Special Improvements Tax") collected from owners of real property zoned for commercial and industrial use in the Route 28 District and bonds issued by the Fairfax County Economic Development Authority (the "EDA") secured by the Route 28 Special Improvements Tax collections.

In 2001, the Virginia General Assembly enacted legislation permitting the creation of one or more special transportation taxing districts located between the West Falls Church Metrorail station and the Dulles Airport area to provide a means of financing an extension of rail service in the Dulles Corridor. The structure of any such district is modeled after the existing Route 28 District. In February 2004, pursuant to a petition submitted by landowners representing a majority of the assessed value of property zoned for commercial or industrial use in the Tysons and Reston commercial districts, the Board of Supervisors formed the Phase I Dulles Rail Transportation Improvement District (the "Phase I District") to provide funds to support the County's share of Phase I of a proposed expansion of the Metrorail system

to Dulles Airport and beyond (“Phase I”). Funds for financing the County’s \$400 million share of the Phase I expansion of the Metrorail system are provided from a real estate tax levy on all property zoned for commercial and industrial use in the Phase I District (the “Phase I Special Improvements Tax”). In December 2013, the County provided to MWAA its required \$400 million share for the Phase I Project from the proceeds of the Phase I Special Improvements Tax and from bonds issued by the EDA secured by the Phase I Special Improvements Tax collections. Metrorail service for Phase I began in July 2014.

Phase II of the proposed expansion of the Metrorail system (“Phase II”) will complete the 23-mile line to Dulles Airport and beyond into Loudoun County. In October 2009, the County received a valid petition to form another special tax district comprised of the Reston-Herndon-Dulles commercial districts to provide \$330 million toward the County’s portion of the Phase II financing. The Phase II tax district was approved by the Herndon Town Council on November 11, 2009, and by the Fairfax County Board of Supervisors on December 7, 2009. On May 9, 2014, the United States Department of Transportation (“USDOT”) approved an application of the County to receive loans in the aggregate principal amount of up to \$403,274,894 plus capitalized interest to fund County obligated Phase II project costs (the “TIFIA Loan”). The TIFIA Loan closed on December 17, 2014. As of June 30, 2018, the outstanding balance on the TIFIA Loan including accrued interest is \$339,023,513.

County Transit Systems

Within the County, the Fairfax Connector System provides feeder bus service to Metrorail Stations. The Fairfax Connector operates 84 routes to 13 Metrorail Stations which include the Dunn Loring, Crystal City, Franconia-Springfield, Huntington, McLean, Pentagon, Pentagon City, Spring Hill, Tysons Corner, Van Dorn Street, Vienna, West Falls Church, and Wiehle-Reston East stations. Private contractors operate and maintain the service and have the responsibility to employ and supervise all transit personnel, while the Board of Supervisors maintains control and approves all policies for bus service such as routes and service levels, fare structures, and funding assistance. The Fairfax Connector System is supported from General Fund and fare box revenues. The FY 2019 Revised Budget Plan also includes support of \$13.7 million from State aid. The Fairfax Connector carried approximately 8.3 million passengers in FY 2018, and FY 2019 ridership is projected to be approximately 8.9 million. Fairfax Connector System expenditures totaled approximately \$92.3 million in FY 2018, including capital expenditures. The County runs three permanent maintenance and garage facilities for the Fairfax Connector System, with bus operations management provided by a third-party contractor.

Commuter Rail

Fairfax County is a member of the Northern Virginia Transportation Commission and, in cooperation with the Potomac and Rappahannock Transportation Commission, is a participating jurisdiction in the operation of the Virginia Railway Express (“VRE”) commuter rail service. As of December 2018, the service consisted of eight peak period trips from south of the County in the Spotsylvania County to north of the County in the District of Columbia and six peak trips that run from west of the County in the City of Manassas to north of the County in the District of Columbia. Under a Master Agreement among VRE’s participating jurisdictions, the County is to contribute to capital, operating, and debt service costs of the VRE on a pro rata basis according to its share of ridership. The County’s share of the FY 2019 commuter rail operating and capital budget is \$5.4 million.

Parks, Recreation and Libraries

Fairfax County provides a variety of recreational, educational, and cultural activities and services. In FY 2018, the Fairfax County Public Library system (the “Library System”) made more than 11.1 million loans and recorded more than 4.5 million visits to its 23 branches, and reported more than 3.2

million user visits to its web site. The Library System offers free events and activities, including puppet shows for toddlers, story time for school-aged children, book discussion groups for teens, author visits for adults, and English conversation classes for English for Speakers of other Languages customers (or new arrivals). The Library System also makes library services available and accessible to people who have disabilities or are homebound.

The Department of Community and Recreation Services provides a variety of recreational, community, and human services for County residents. These services include senior adult programs and centers, therapeutic recreation services for individuals with disabilities, a variety of youth programs including recreational activities at youth centers, community-based recreational opportunities, support for Fairfax County's various volunteer sports councils and leagues, and a variety of volunteer opportunities.

Fairfax County also operates an extensive park system that provides a variety of recreational activities and facilities. Under the direction of a 12-member Park Authority Board appointed by the Board of Supervisors, the Fairfax County Park Authority ("FCPA") works with constituents, government leaders and appointees to implement Park Authority Board policies, preserve and protect natural and cultural resources, and facilitate the development of park and recreation programs and facilities. FCPA oversees operation and management of a 23,512-acre County park system with 427 parks, nine recreation centers, eight golf courses, an ice skating rink, 209 playgrounds, 668 public garden plots, five nature centers, three equestrian facilities, 417 FCPS athletic fields, 42 synthetic turf fields, 262 Park Authority-owned athletic fields, 82 historic sites, two waterparks, a horticultural center, and more than 327 miles of trails. In FY 2018, FCPA welcomed almost 16.3 million visitors to parks, groomed fields for more than 200 youth and adult sports organizations, improved its trail system, and worked to control non-native invasive plants, promote native species and preserve woodlands and green open spaces.

FCPA charges fees for the use of certain park facilities including the recreation and fitness centers, classes, camps, programs and golf courses, which are operated on a cost recovery basis, and represent approximately 65% of FCPA's funding. The remaining operating funds are appropriated by the Board of Supervisors from the County's combined general fund, providing the main operating funds for natural and cultural preservation and protection, administrative tasks, general access parks, planning and development, and park maintenance and operations. User fees do not cover the cost of new development of facilities, land acquisition, or the major renovation of existing facilities. These improvements are funded primarily through revenue bonds and general obligation bonds. General obligation bonds are primarily used for the renovation of existing facilities.

The Northern Virginia Regional Park Authority ("NVRPA"), an independent entity in which the County participates, operates 31 parks covering approximately 12,000 acres throughout Northern Virginia including the County. NVRPA is continually in the process of completing, acquiring, developing, or expanding its regional park facilities.

Community Development

The Fairfax County Redevelopment and Housing Authority ("FCRHA") was established in 1966 to meet low and moderate income family housing needs. It owns or administers housing developments in Fairfax County with staff and funding provided from County, federal, Commonwealth, and private sources. As of June 2018, the FCRHA owns or operates 82 properties, which are comprised of over 3,800 apartments, townhouses, senior retirement homes, assisted living facilities and specialized housing units. The FCRHA also owns other specialized housing such as mobile home pads and beds in group homes. The FCRHA also administers 4,795 federal Housing Choice Vouchers and Project Based Voucher-Rental Assistance Demonstration (PBV-RAD) vouchers. In FY 2018, 18,096 people were served through the FCRHA's major affordable housing programs: the HCV and PBV-RAD programs and the Fairfax County Rental Program (FCRP). In FY 2018, the average income of households served in

these programs plus the local Bridging Affordability tenant subsidy program was approximately \$26,100, or 25% of Area Median Income for a family of three (the average size of the households served). This meets the U.S. Department of Housing and Urban Development's (HUD) definition of "extremely low income."

The FCRHA has provided various financing resources to developers to help create or preserve privately owned multifamily developments. Such developers have used FCRHA's financing along with low-income housing tax credits to create or preserve a total of 2,218 units for lower income tenants. Fairfax County's Workforce Housing policy, adopted by the Board of Supervisors in 2007, is a proffer-based incentive system designed to encourage the voluntary development of new housing affordable to a range of moderate-income workers in Fairfax County's high-rise and high-density areas. The County's Comprehensive Plan provides for a density bonus of up to one unit for every workforce unit provided by a developer, with the expectation that at least 12% of units, and up to 20% depending on location, in new developments be affordable or workforce housing.

In April 2004, the Board of Supervisors adopted its Affordable Housing Preservation Initiative to preserve affordable housing units. The centerpiece of the Initiative was the creation of the "Penny for Affordable Housing Fund." Beginning in FY 2006, the County's budget each year included the equivalent of one penny on the County's real estate tax rate for the preservation and production of affordable housing in the County. In FY 2010, the Penny Fund was reduced to the equivalent of half of one penny. In FY 2019, this funding equated to \$12,200,000 for affordable housing.

Other County services include efforts to increase local employment opportunities by encouraging and retaining business and industrial development through the County's Economic Development Authority. On July 1, 2007, the County established an Office of Community Revitalization and Reinvestment ("OCR"). The mission of the OCR is to facilitate strategic redevelopment and investments within targeted commercial areas of the County that align with the community vision, and improve the economic viability, appearance and function of those areas. Among other initiatives, the OCR is charged with working with property owners and the community to facilitate interest and participation in commercial development activities, and to develop public/private partnerships that further the County's revitalization, redevelopment, and reinvestment efforts.

Health and Welfare

The County provides services designed to protect, promote, and improve the health and welfare of Fairfax County citizens through a decentralized human services program. Based on individual needs, County human service centers define a comprehensive assistance plan that utilizes the services provided by all County departments. The County operates human service centers in locations convenient to residents to provide financial, medical, vocational, and social services. The Fairfax-Falls Church Community Services Board ("CSB") is responsible for planning, organizing, and providing services to individuals who have a mental illness, intellectual disability, or a substance use disorder. The CSB provides state mandated services to assist, improve, and maximize the potential of individuals affected by these conditions and strengthen their capacity for living self-determined, productive, and valued lives. The CSB is part of the Fairfax County Human Services System providing its services at many sites throughout the County, including seven community mental health centers, several outpatient sites, a detoxification center, group homes, consumer-operated drop in centers, and several specialized residential treatment sites.

The County also provides subsidized day care programs for older adults and children of low-income families, two special needs centers that serve emotionally disturbed or physically challenged children, and group homes for youth with serious emotional disturbances. Residential treatment services

are also offered in the areas of substance abuse as well as substance abuse outpatient and specialized day treatment programs. Vocational and residential programs are also available for adults with intellectual disabilities and serious mental illness.

Financial assistance and social services are available to eligible residents. For low-income families and individuals, the Department of Family Services (“DFS”) administers federal, Commonwealth, and local programs, such as public assistance, employment and training, and subsidized child care, as well as programs targeted to at-risk children, such as child abuse prevention, Child Protective Services, Foster Care and Adoption, and services purchased under the Comprehensive Services Act. For older adults, DFS also administers programs that include federal funds granted to localities, Commonwealth funds and additional support from the County. The federal and state governments partially reimburse DFS for the cost of administering the programs based on an annual allocation to the County as well as program costs. DFS operates the County’s School-Age Child Care (“SACC”) program in 139 centers located in 136 Fairfax County Public Schools (“FCPS”), one FCPS community building, one County recreation center, and one County community center. Approximately 11,000 children participate in before-and-after-school SACC programs during the school year and in full-day programs in the summer and during school vacations. Since FY 1986, the County has provided a comprehensive County transportation service, Fastran, for qualified elderly, disabled, and low-income persons. Transportation is provided by bus, van, or cab on a door-to-door basis to County programs, medical care, grocery stores, and other destinations.

Judicial Administration

Fairfax County’s court system is one of the most sophisticated systems in Virginia in its use of advanced case management techniques and rehabilitation programs. The County uses automated systems to support case docketing and record retrieval, electronic filing and imaging in the land recordation process, juror selection, service of notices and subpoenas, and the processing of criminal and traffic warrants and collecting delinquent tax obligations.

The County has undertaken rehabilitation efforts through the Juvenile and Domestic Relations District Court and the Office of the Sheriff. These efforts include work training programs and counseling services for both adult and juvenile offenders. Additionally, residential treatment services are provided for juvenile offenders, and a work release program is provided for offenders confined in the County’s Adult Detention Center.

Public Safety

A number of agencies share responsibility for public safety in Fairfax County. The Police Department, which is responsible for law enforcement, had an authorized strength of 1,450 police officers, 32 animal control officers, and 323 civilian personnel, with 8 positions supported by grant funding, effective July 1, 2018. The agency is accredited by the Virginia Law Enforcement Professional Standards Commission, which signifies the Department’s compliance with standards that are specific to Virginia law enforcement operations and administration. The commanders of the eight police district stations located throughout the County have considerable latitude to tailor their operations to provide police services in ways most responsive to the needs of their respective communities, including community policing endeavors. The department has specialized units that operate as both standing (staffed full time) and non-standing units (staffed as needed), including the Helicopter Division, which operates two helicopters to provide support to general police operations, traffic monitoring, emergency medical evacuation, and rescue support; the Criminal Intelligence Unit, which provides an effective response to organized criminal activity including terrorist-related, gang, and bias crimes; the Gang Unit, which provides regional leadership directed at combating gang crime through prevention and enforcement

initiatives; and the Language Skills Support Unit, which serves to bridge the gap in the diverse cultures in the community by providing language support for the successful resolution of major criminal investigations.

Over the past 10 years, the County has maintained one of the lowest rates of serious crimes among jurisdictions in the Washington, D.C., metropolitan area and among comparable suburban jurisdictions throughout the United States. Additionally, the Police Department has continually attained a clearance rate for violent crimes such as murder, rape, and robbery far above the national averages for such offenses. At the same time, Fairfax County has maintained one of the lowest per capita costs for police services of all the local jurisdictions in the Washington metropolitan area.

Fire and rescue services are provided by 1,406 paid uniformed personnel, 187 paid civilian support personnel, and approximately 300 operational volunteers as of July 1, 2018. The County operates 38 fire and rescue stations. The department operates various specialty units, including paramedic engine companies, a hazardous materials response unit, a technical rescue operations team, an arson canine unit, and a water rescue team whose members are certified in swift water rescue. The department also supports regional, national, and international emergency response operations through maintaining and supporting the Urban Search and Rescue Team (“US&R”). US&R operates under the auspices of the Department of Homeland Security for domestic responses and is sponsored by the United States Agency for International Development/Office of Foreign Disaster Assistance for international deployments. In addition to emergency response, the department provides various non-emergency services.

In May 2004, the Office of Emergency Management was established as a separate agency serving as the County’s focal point for emergency preparedness and internal and external coordination to respond to natural, technological, and terrorist-related emergencies. Employees provided emergency management services for Fairfax County, including the Towns of Clifton, Herndon and Vienna. The major areas of focus include emergency management planning and policy, the County-wide emergency training and exercise program, public preparedness and education, and enhancement of response and recovery capabilities.

Water Supply Service

Fairfax Water (“FW”) provides retail water service to residents of Fairfax County and the cities of Fairfax and Falls Church. In addition, FW supplies water for resale, principally in the City of Alexandria, Loudoun County, Prince William County, Fort Belvoir, Towns of Vienna and Herndon. The average total retail and wholesale population served by FW is estimated at 2,000,000 persons. FW, which operates the largest water system in the Commonwealth of Virginia, was established by the Board of Supervisors in 1957 to develop a comprehensive, County-wide water supply system through the acquisition of existing systems and the construction of new facilities. FW is an independent body administered by a ten-member board appointed by the Fairfax County Board of Supervisors. FW finances its capital improvements through the issuance of revenue bonds that are not backed by the full faith and credit of the County but principally repaid by revenues derived from charges for services rendered. Effective April 1, 2018, FW’s basic retail water charge was set at \$2.94 per 1,000 gallons, plus a quarterly service charge (currently \$12.20 for most single-family homes and townhouses). To pay for treatment and pumping capacity which is used only during periods of high demand, FW also levies a peak use charge of an additional \$3.80 per 1,000 gallons on customers who exceed their winter quarter consumption by 6,000 gallons or 30%, whichever is greater. There also are fees for initial connection to the system and for opening, closing, or transferring an account.

FW uses three sources of water supply (Occoquan and Potomac Rivers and the Washington Aqueduct), operates associated treatment, transmission, storage, and distribution facilities, and provides

service to approximately 281,000 retail accounts in Fairfax County, with an average daily consumption of about 170 million gallons per day (“mgd”). The combined maximum daily capacity of the supply and treatment facilities is 376 mgd, which is sufficient to meet current demand.

Under an agreement with the Board of Supervisors, FW annually submits a 10-year capital improvement program which is reviewed and approved by the Board of Supervisors as part of the County’s total capital improvement program. FW’s 10-year Capital Improvement Program for FY 2018-2027 includes projects totaling \$782,946,000.

ECONOMIC FACTORS

Economic Development

Economic development activities of the County are carried out through the Fairfax County Economic Development Authority (“EDA”), whose seven commissioners are appointed by the Board of Supervisors. EDA promotes Fairfax County as a premier location for business start-up, relocation and expansion, and capital investment. It works with new and existing businesses to help identify their facility and site needs, and assist in resolving County-related issues and provide other business assistance. Pursuant to its enabling legislation, EDA encourages investment in the County with tax-exempt conduit revenue bond financing.

The total inventory of office space in the County was estimated at 117.3 million square feet as of mid-year 2018. At that time, construction activity totaled over 2.9 million square feet. The direct vacancy rate for the office market was 15.5 percent as of mid-year 2018. Including sublet space, the office vacancy rate was 16.1 percent.

The base of technology-oriented companies, particularly in computer software development, computer systems integration, telecommunications, and Internet-related services, has served as a magnet for the expansion and attraction of business and professional services. Government contractors, as well as diversified business and financial services, have added to the demand for prime office space in a number of key employment centers throughout the County.

Federal civilian employment in the County makes up 4.0 percent of the total jobs in the County. Federal jobs increased slightly in 2017 and continued to increase through the middle of 2018. Overall employment rose 1.1 percent in 2017 after increasing 1.4 percent in 2016 and 1.3 percent in 2015. The positive trend continued during 2018. During the first half of 2018, total employment in the County was 608,666, an increase of 1.7 percent compared to the same period of 2017. Employment in the Professional and Business Services sector also increased by 3.1 percent during this time. Federal procurement spending in the County increased 0.5 percent to \$24.2 million in FY 2017, after increasing 4.8 percent in FY 2016. County General Fund revenue rose 2.2 percent in FY 2018. Real estate tax receipts rose by 1.9 percent while current personal property tax receipts rose 1.6 percent. Business Professional and Occupational License (BPOL) revenue increased 4.4 percent. The combined Consultant and Business Service Occupations categories, which represent 42.2 percent of total BPOL receipts and include federal contractors, increased 5.5 percent over the FY 2017 level. The remaining categories rose a combined 3.7 percent. Sales Tax receipts rose 3.1 percent in FY 2018.

There are over 120 hotels in the County, totaling over 19,500 hotel rooms. A 160-room hotel opened in 2016 in the Seven Corners area of the County, and another was delivered in the Tysons area. Hotel development parallels commercial construction in terms of diversity of concept and design with a variety of product and service mixes (all-suites, business meeting facilities, and leisure facilities) in the marketplace.

Improvements to the County's transportation system, including increased service levels at Washington Dulles International Airport, helped increase corporate activities dependent on immediate access to travel throughout the region, country, and world. The Metrorail service extension (the Silver Line) from the East Falls Church station, through Tysons through Dulles Airport, to Route 772 in Loudoun County will continue to help foster economic growth.

The Board of Supervisors and the County actively support revitalization and redevelopment throughout the County, particularly in its more mature business areas. Many enhancements have been made to the residential and commercial neighborhoods in Annandale, Bailey Crossroads/Seven Corners, the Lake Anne section of Reston, the Springfield and McLean central business districts, Merrifield, and the Richmond Highway corridor in the southeastern portion of the County. A number of capital improvement projects and other construction in process or already completed have improved the appearance and quality of life of these communities.

The most notable area of redevelopment in the County, Tysons—Fairfax County's "downtown"—is undergoing a transformative land-use replanning effort. Spurred by the Metrorail expansion project, the County is working to set the stage for Tysons's evolution into a more urban-scale, pedestrian-friendly environment, with more housing, recreation and open space in addition to more-dense office and retail development. Tysons currently has over 36.6 million square feet of office, retail, and other commercial space and is behind only downtown Washington's Central Business District and the East End submarkets in the entire Washington D.C. metropolitan area in total office inventory, and has 13.9 million square feet of residential space. Now that Phase I of the Metrorail expansion has been completed, it is expected that Tysons will continue to have significant growth in population, employment and commercial, retail and residential space over the next several decades. County staff continues to evaluate potential arrangements for financing the public share of Tysons infrastructure improvements and to facilitate co-operative funding agreements with the private sector. County staff, in cooperation with private participants, created a 501(c)(6) membership organization known as the Tysons Partnership in January 2011. The Tysons Partnership provides a comprehensive approach to tasks that include marketing and branding, transportation, urban design/planning, public facilities and community amenities and finance. On January 8, 2013, the Board of Supervisors established, by ordinance, the Tysons Transportation Service District No. 1 (the "Tysons Service District") to provide transportation infrastructure and transit services within Tysons. As the governing board of the Tysons Service District, the Board of Supervisors is empowered to levy and collect a tax on any property within Tysons Service District's boundaries to finance the transportation infrastructure and transit services projects. The tax rate of \$0.04 per \$100 of assessed value was adopted by the Board of Supervisors as part of the FY 2014 Adopted Budget Plan, and this rate remained unchanged as part of the FY 2015 Adopted Budget. However, in the FY 2016 Adopted Budget, the tax rate increased one cent from \$0.04 to \$0.05 per \$100 of assessed value. The tax rate remained unchanged at \$0.05 per \$100 of assessed value in the FY 2017, FY 2018 and FY 2019 Adopted Budgets.

Employment

As of the second quarter of 2018, there were more than 36,000 payroll business establishments (units) including global, corporate and regional headquarters, technology firms, sales and marketing offices, and business services located in Fairfax County, employing over 610,000. Local businesses create employment in diversified areas like computer software development and systems integration, technical services, management consulting, government contracting, Internet-related services, wholesale and retail trade, and financial services. The following table presents data on the average number of payroll establishments and employment by major industry classification in Fairfax County as of the second quarter of 2018.

**Businesses and Employment by Industry
Fairfax County, Virginia¹**

<u>Industrial Classification</u>	<u>Number of Establishments</u>	<u>Average Payroll Employment for Quarter</u>
Agriculture, Forestry, Fishing and Hunting	15	76
Mining, quarrying, and oil and gas extraction ²	8	Confidential
Utilities	36	1,184
Construction	2,275	24,147
Manufacturing	451	5,769
Wholesale Trade	1,102	14,144
Retail Trade	2,598	53,740
Transportation and Warehousing	409	7,069
Information	830	19,778
Finance and Insurance	1,663	28,146
Real Estate and Rental and Leasing	1,599	9,754
Professional and Technical Services ³	9,902	158,478
Management of Companies and Enterprises	339	17,553
Administrative and Waste Services	1,942	42,574
Educational Services	690	11,355
Health Care and Social Assistance	3,837	58,020
Arts, Entertainment, and Recreation	403	9,295
Accommodation and Food Services	2,216	46,460
Other Services except Public Administration	5,063	21,358
Unclassified	719	1,351
Federal Government, all industries	138	24,624
State Government, all industries	32	9,778
Local Government, all industries	89	50,193
Total	36,356	614,846

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages, Fairfax County, second quarter 2018

¹ Excludes self-employed business owners.

² This represents non-disclosable data.

³ The Services category includes professional and technical services, health care and social assistance, management services, educational services, accommodation and food services, arts, entertainment and recreation, administrative and waste services, and membership organizations and trade associations.

The following is a list of the largest private, base sector (non-retail) employers as of April 2018. Companies are alphabetized in their size category.

Largest Private Employers in Fairfax County

5,000-10,000+ Employees

<u>Company Name</u>	<u>Type of Business</u>
Booz Allen Hamilton*	Professional, Scientific and Technical Services
Capital One*	Finance and Insurance
Federal Home Loan Mortgage Corp. (Freddie Mac)*	Finance and Insurance
General Dynamics*	Professional, Scientific and Technical Services
Inova Health System*	Health Care and Social Assistance

1,000-4,999 Employees

<u>Company Name</u>	<u>Type of Business</u>
Accenture	Professional, Scientific and Technical Services
AECOM	Professional, Scientific and Technical Services
Amazon Web Services	Information
AT&T	Information (Telecommunications)
BAE Systems	Professional, Scientific and Technical Services
Boeing	Professional, Scientific and Technical Services
CACI International	Professional, Scientific and Technical Services
Catholic Diocese of Arlington	Educational Services/Other Services
CGI Group	Professional, Scientific and Technical Services
Constellis*	Administrative and Support Services
Deloitte	Professional, Scientific and Technical Services
DXC Technology*	Professional, Scientific and Technical Services
Engility*	Professional, Scientific and Technical Services
Erickson Living (Greenspring)	Health Care and Social Assistance
EY (Ernst & Young)	Professional, Scientific and Technical Services
Gannett*	Information
HCA Virginia	Health Care and Social Assistance
Hilton Worldwide*	Accommodation and Food Services
IBM	Professional, Scientific and Technical Services
ICF*	Professional, Scientific and Technical Services
Kaiser Foundation Health Plan (Kaiser Permanente)	Health Care and Social Assistance
KPMG	Professional, Scientific and Technical Services
Leidos*	Professional, Scientific and Technical Services
Lockheed Martin	Professional, Scientific and Technical Services
ManTech International*	Professional, Scientific and Technical Services
The MITRE Corporation*	Professional, Scientific and Technical Services
Navy Federal Credit Union*	Finance and Insurance
Northrop Grumman*	Professional, Scientific and Technical Services
Oracle	Professional, Scientific and Technical Services
PricewaterhouseCoopers	Professional, Scientific and Technical Services
SAIC*	Professional, Scientific and Technical Services
Securitas USA	Administrative and Support Services
Sprint	Information
Sunrise Senior Living*	Health Care and Social Assistance
United Parcel Service	Transportation and Warehousing
Wells Fargo Bank	Finance and Insurance

500-999 Employees

<u>Company Name</u>	<u>Type of Business</u>
Admiral Security Services	Administrative and Support Services
Appian*	Professional, Scientific and Technical Services
The Aerospace Corporation	Professional, Scientific and Technical Services

Associated Building Maintenance	Administrative and Support Services
Bechtel	Professional, Scientific and Technical Services
Capgemini	Professional, Scientific and Technical Services
Carahsoft Technology Corp.*	Wholesale Trade
Carepeople Home Health Inc.*	Health Care and Social Assistance
Chenega	Professional, Scientific and Technical Services
Cisco Systems	Professional, Scientific and Technical Services
The College Board*	Educational Services
comScore*	Professional, Scientific and Technical Services
Crothall Healthcare	Health Care and Social Assistance
CustomInk*	Wholesale Trade
Cvent*	Professional, Scientific and Technical Services
Dell EMC	Professional, Scientific and Technical Services
Deltek*	Professional, Scientific and Technical Services
Fairfax Radiological Consultants*	Health Care and Social Assistance
Frontpoint Security Solutions*	Administrative and Support Services
HITT Contracting*	Construction
Hyatt	Accommodation and Food Services
Intelsat	Information
Jacobs	Professional, Scientific and Technical Services
K12*	Educational Services
The KeyW Corporation	Professional, Scientific and Technical Services
KinderCare Learning Centers	Educational Services
Laboratory Corporation of America	Health Care and Social Assistance
Life Time Fitness	Arts, Entertainment, and Recreation
LMI*	Professional, Scientific and Technical Services
MAXIMUS*	Professional, Scientific and Technical Services
Microsoft Corporation	Professional, Scientific and Technical Services
MicroStrategy*	Professional, Scientific and Technical Services
Middle East Broadcasting*	Information
Mount Vernon Ladies' Association	Other Services
MV Contract Transportation	Health Care and Social Assistance
NVPools*	Administrative and Support Services
Parallon	Professional, Scientific and Technical Services
Peraton*	Professional, Scientific and Technical Services
Raytheon	Professional, Scientific and Technical Services
Salient CGRT*	Professional, Scientific and Technical Services
Security Associated Inc.	Administrative and Support Services
Serco Inc.	Professional, Scientific and Technical Services
Shirley Contracting Company*	Construction
Sodexo USA	Accommodation and Food Services
Spectrum	Information
Stratford University*	Educational Services
Unisys	Professional, Scientific and Technical Services
US Fitness Holdings*	Arts, Entertainment, and Recreation
The Washington Post	Information
Verisign*	Professional, Scientific and Technical Services
Verizon	Information
Volkswagen Group	Management of Companies and Enterprises
WGL	Utilities
William A. Hazel*	Construction

Source: Fairfax County Economic Development Authority, List of Largest Employers April 2018. Excludes public-sector and retail entities. Employment figures are for company facilities in Fairfax County only. Additionally, these numbers include employees, not independent contractors. Type of Business description for each firm is based on two-digit North American Industry Classification System (NAICS) codes. Companies may have business activities in other two-digit NAICS sectors.

*Company with headquarters in Fairfax County.

A list of the top ten new or expanded office projects within the County announced in the third quarter of 2018 is shown below:

New or Expanded Commercial Projects

<u>Name of Company</u>	<u>Type of Business</u>	<u>Projected New/Additional Employment</u>
The St. James	Other	300
Bechtel Corporation	Architecture/Engineering/Landscape	150
MAG Aerospace	Aerospace	120
MicroHealth, LLC	Information technology	60
Arconic	Manufacturing	50
Excivity	Information technology	45
The Tauri Group, Inc.	Information technology	32
Breakout Capital Finance, LLC	Financial Services/Banking	20
Databricks	Cloud/Virtualization	15
MVB Financial Corp.	Financial Services/Banking	10

Source: Fairfax County Economic Development Authority

Unemployment in the County has historically been, and continues to be, well below the national average, even in challenging economic times. The average unemployment rate in Fairfax County in 2018 through November was 2.5%. The average Virginia and U.S. unemployment rates during the same period were 3.1% and 3.9%, respectively. Reflecting a global recession, Fairfax County's average annual unemployment rate rose to a high of 5.1% in 2010, but has since declined, reflecting an overall leveling out of the economic downturn. The following table shows the average annual unemployment rate in Fairfax County as compared to Virginia and national averages over the past decade.

Average Annual Unemployment Rates

<u>Calendar Year</u>	<u>Fairfax County</u>	<u>Virginia</u>	<u>United States</u>
2009	4.8%	6.7%	9.3%
2010	5.1	7.2	9.6
2011	4.8	6.6	9.0
2012	4.5	6.0	8.1
2013	4.4	5.7	7.4
2014	4.2	5.2	6.2
2015	3.6	4.4	5.3
2016	3.2	4.0	4.9
2017	3.0	3.8	4.4
2018 ¹	2.5	3.1	3.9

Sources: U.S. Bureau of Labor Statistics; data are not seasonally adjusted. Virginia Employment Commission

¹ Through November 2018.

According to the Bureau of Labor Statistics, the average total number of jobs in the County was 619,796 in the second quarter of 2018. Self-employed persons are not included in these counts. The following table presents total covered employment in recent years:

Covered Employment¹

<u>Second Quarter</u>	<u>Covered Employment in Fairfax County</u>	<u>% Change</u>
2012	597,533	-
2013	595,638	(0.32%)
2014	588,507	(1.20)
2015	596,878	1.42
2016	603,348	1.08
2017	610,318	1.16
2018	619,796	1.55

Source: U.S. Department of Labor, Bureau of Labor Statistics, Quarterly Census of Employment Wages

¹ Covered employment means employees covered by state and federal unemployment laws.

Construction Activity

The following table includes data for residential and commercial construction activity in the County:

Fiscal Year	Building Permits				Estimated Housing Units Started
	Residential Properties		Industrial and Commercial Properties		
	Number	Estimated Value (000s)	Number	Estimated Value (000s)	
2009	8,780 ¹	327,454	4,361 ¹	413,719	1,361
2010	8,977	428,941	3,946	375,126	1,150
2011	9,371	480,268	4,595	397,435	1,797
2012	9,454	538,307	4,308	602,444	3,023
2013	10,610	509,957	3,907	710,488	1,930
2014	10,469	895,638	5,054	660,063	4,154
2015	10,320	529,104	4,714	475,241	2,580
2016	10,268	616,151	4,844	496,006	2,961
2017	10,885	800,375	4,609	710,078	3,872
2018	11,243	659,928	4,836	743,057	3,982

Sources: Building permits provided by Fairfax County Department of Public Works and Environmental Services, and estimated housing units started provided by the Weldon Cooper Center for Public Service, University of Virginia.

¹ Includes new and alteration/repair permits issued. Does not include trade permits issued.

Housing

As reported in January 2018, single-family detached housing units represented 46.8% of the total housing units within Fairfax County. Single-family attached housing accounted for 24.1%, and multi-family housing made up the remaining 29.1%. In 2018, the median market value of all owned housing units, including condominiums, in Fairfax County was estimated by the Department of Management and Budget to be \$519,560.

Housing Units by Type of Structure

	<u>1990</u>		<u>2000</u>		<u>2010</u>		<u>2018</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Single-Family:								
Detached ¹	163,029	53.9	181,591	50.6	191,873	48.4	195,738	46.8
Attached ²	67,306	22.3	87,171	24.3	98,972	25.0	100,771	24.1
Multi-Family ³	<u>72,129</u>	<u>23.8</u>	<u>90,198</u>	<u>25.1</u>	<u>105,541</u>	<u>26.6</u>	<u>121,741</u>	<u>29.1</u>
Total	<u>302,464</u>	<u>100.0</u>	<u>358,960</u>	<u>100.0</u>	<u>396,386</u>	<u>100.0</u>	<u>418,250</u>	<u>100.0</u>

Sources: U.S. Bureau of the Census, U.S. Census of Housing (1990-2000) and 2010 and 2018 data from Fairfax County Department of Management and Budget

¹ Single-Family detached includes all single-family homes and mobile homes.

² Single-Family attached includes duplexes, townhouses, and multiplex units.

³ Multi-Family includes condominiums, apartments and other units in structures with a common entryway.

The average sale price of housing units within the County comparing October 2018 to October 2017 is listed below:

Average Sale Price Housing Units

<u>Type of Structure</u>	<u>October 2018</u>	<u>October 2017</u>	<u>% change</u>
All Homes	\$552,034	\$553,780	(0.32%)
Detached Homes	763,476	757,818	0.75
Attached Homes	383,523	370,009	3.65

Source: Fairfax County Department of Management and Budget Economic Indicators – November 2018

Colleges and Universities

Sixteen institutions of higher education are located in Fairfax County: George Mason University, ITT Technical Institute, Marymount University, Missouri State University (Department of Defense Studies), Northern Virginia Community College, Potomac College, Stratford University, Strayer University, University of Fairfax, University of North America, University of Phoenix, University of Virginia-Northern Virginia Center, Virginia International University, Virginia Polytechnic Institute, Washington Bible College – Capital Bible Seminary, and Westwood College. Two campuses of the University of Virginia (both Virginia Tech and the Falls Church campus) are located in the Northern Virginia Graduate Center in Fairfax County. George Mason University, with an enrollment of more than 33,000 students, offers over 200 degree and certificate programs. The Northern Virginia Community College serves more than 76,000 students in credit courses and non-credit workforce and professional development programs at six campuses and two centers throughout Northern Virginia. American University, George Washington University, Catholic University, and Virginia Commonwealth University also operate programs in the County's secondary schools and on military installations within the County.

Cultural Amenities

Wolf Trap Farm Park for the Performing Arts, a cultural facility internationally renowned for its ballet, symphony, concert, and opera offerings, and the only national park for the performing arts in the U.S., is located in north-central Fairfax County. Nearly 300 cultural organizations – theater and opera companies, music and dance groups, community arts centers, festivals, and other activities – are based in

and around the County. The County also assists in supporting the Fairfax Symphony, an internationally recognized orchestra that provides a variety of musical programs and outreach services to County residents. Other well-known attractions in the County include Mount Vernon, the home of George Washington; Woodlawn Plantation, George Washington's wedding gift to his nephew; and Gunston Hall, home of George Mason, author of the U.S. Bill of Rights and the first Constitution of Virginia. The region also boasts professional baseball, basketball, football, ice hockey and soccer.

DEBT ADMINISTRATION

Statement of Bonded Indebtedness

Pursuant to the Constitution of Virginia and the Act, a county in Virginia is authorized to issue general obligation bonds secured by a pledge of its full faith and credit. For the payment of such bonds, the Board of Supervisors of the County is required to levy, if necessary, an annual ad valorem tax on all property in the County subject to local taxation.

As of June 30, 2018, the County had outstanding the following amounts of general obligation bonds:

<u>Purpose</u>	<u>Total General Obligation Bonds</u>
School	\$1,403,790,000
General Government	<u>847,125,000</u>
Total General Obligation Bonded Indebtedness ¹	<u>\$2,250,915,000</u>

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

¹ See "Debt Administration – Debt Service on Tax Supported Debt Obligations" herein for outstanding debt service as of March __, 2019.

The County does not rely upon short-term borrowings to fund operating requirements. The County has never defaulted in the payment of either principal or interest on any general obligation indebtedness.

Limits on Indebtedness

There is no legal limit on the amount of general obligation bonded indebtedness that Fairfax County can at any time incur or have outstanding. However, all such indebtedness must be approved by voter referendum prior to issuance. Since 1975, the Board of Supervisors has established as a financial guideline a self-imposed limit on the average annual amount of bond sales. In May 2018, the Board of Supervisors increased the bond sale target to \$1.5 billion over a 5-year period, or an average of \$300 million annually, with the flexibility to expand to a maximum of \$325 million based on market conditions and/or priority needs in any given year. The actual amount of bond sales will be determined by construction funding requirements and municipal bond market conditions.

The Board of Supervisors also has imposed limits which provide that the County's long-term debt should not exceed 3% of the total market value of taxable real and personal property in the County. The limits also provide that annual debt service should not exceed 10% of annual General Fund disbursements. These limits may be changed by the Board of Supervisors, and they are not binding on future Boards of Supervisors of the County.

Bond Referenda Authorization

The following chart presents by purpose Fairfax County's authorized but unissued general obligation bond indebtedness as of March __, 2019:

<u>Authorized Purpose</u>	Principal Amount Authorized but Unissued as of <u>March __, 2019</u>
School Improvements	
Public Safety Facilities	
Transportation Improvements and Facilities	
Parks and Park Facilities	
Human Services Facilities	
Library Facilities	
Flood Control	
Total	

Source: Fairfax County Department of Management and Budget

Other Tax Supported Debt Obligations

The Board of Supervisors of the County directly or indirectly appoints all or a portion of the governing body of several legally independent local and regional authorities that provide services to the County and its constituents. Such authorities include those that issue revenue bonds that are not general obligations of the County and issue debt supported directly or contingently by appropriations of tax revenues by the County. The full faith and credit of the County are not pledged to secure such bonds.

In March 1994, the Fairfax County Economic Development Authority ("EDA") issued \$116,965,000 of lease revenue bonds to finance the County's acquisition of two office buildings occupied by County agencies and departments. In October 2003, EDA issued \$85,650,000 of lease revenue refunding bonds to refund \$88,405,000 of the 1994 lease revenue bonds. The County is obligated by the terms of a lease agreement with EDA to pay amounts equal to debt service on EDA's bonds. The County's obligation to make such payments was subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The bonds and the lease agreement were retired on November 15, 2018.

Beginning in 1996, the Fairfax County Redevelopment and Housing Authority ("FCRHA") has issued \$42,460,000 of revenue bonds in seven series to finance the construction or renovation of five community center buildings, two adult day health care centers, one Head Start facility and one senior center. The County was obligated by the terms of triple net lease agreements or payment agreements with FCRHA to pay amounts equal to debt service on FCRHA's bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of funds for such purpose. The coincidental terms of the various bonds, lease agreements and payment agreements extend to May 1, 2029. On March 10, 2010, EDA issued \$43,390,000 revenue bonds (Six Public Facilities Projects) (the "2010 Bonds") and provided a portion of the proceeds of the 2010 Bonds to the County to enable the County pursuant to its lease agreements with FCRHA to purchase five facilities financed from FCRHA bond issuances in 1996, 1998, 1999 and 2004. FCRHA used the funds provided by the County to redeem or defease the four series of bonds that financed the applicable facilities. On September 13, 2017, the

original series issued by FCRHA in 2003 financing a head start facility was fully redeemed. Please see the front part of this Official Statement for a description of the refunding of Certain of the 2010 Bonds.

In July 2000, the Fairfax County Board of Supervisors entered into a Master Development Agreement with a private developer to finance and construct a 135,000 square foot government center in the southeastern region of the County. In November 2000, \$29,000,000 of Certificates of Participation (“Certificates” or “COPs”) were issued, secured by a triple net lease on the property between the developer and the County. The County was obligated by the terms of the lease agreement to pay an amount equal to the debt service on the Certificates. The County accepted the government center as substantially complete in February 2002. A portion of the proceeds of EDA’s 2010 Bonds were provided to the County to enable the County to exercise an option to purchase the government center (the “South County Government Center Purchase”). The purchase price provided by the County was used to defease the COPs. The County is obligated by the terms of a contract with the EDA to pay amounts equal to debt service on the EDA’s 2010 Bonds. The County’s obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of EDA’s 2010 Bonds and the contract extend to April 2032.

In June 2003, EDA issued \$70,830,000 of revenue bonds (Laurel Hill Public Facilities Project), backed by a contract with the County. Approximately \$55,300,000 of the bonds were allocable to the financing of a new public secondary school in the southern part of the County and \$15,530,000 of the bonds were allocable to the financing of a new 18-hole public golf course in the southern part of the County. The County is obligated by the terms of a contract with EDA to pay amounts equal to debt service on EDA’s bonds. The County’s obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the bonds and the contract extend to June 2033. In April 2012, EDA issued its \$47,745,000 Revenue Refunding Bonds (Laurel Hill Public Facilities Projects) to refund a portion of the bonds issued in 2003.

On January 27, 2005, EDA issued \$60,690,000 of revenue bonds (School Board Central Administration Building Project Phase I) (the “School Board Building Bonds”), backed by a contract with the County. The bonds were issued to finance the purchase of certain property, including an existing office building thereon, the purchase of certain land adjacent thereto and the improvement of the existing building for use by the School Board as an administration building. The County is obligated by a contract with EDA to pay amounts equal to debt service on the School Board Building Bonds. The County’s obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the School Board Building Bonds and the contract extend to April 2035. In June, 2014, EDA issued \$170,690,000 Fairfax County Facilities Revenue and Refunding Bonds Series 2014 A (County Facilities Projects) to refund a portion of the School Board Building Bonds.

On December 27, 2005, the Fairfax County Park Authority (“FCPA”) issued two promissory notes in the aggregate amount of \$12,900,000 for the purpose of providing a portion of the purchase price of a conservation easement for preservation purposes on an approximately 41-acre parcel of land, and options to purchase certain land. This land is known as “Salona,” a historic site within the County. The County is obligated by the terms of a contract with FCPA to pay amounts sufficient to pay the principal and interest installments on the promissory notes when due. The County’s obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the promissory notes and contract extend to December 2025.

On February 16, 2006, FCRHA issued a \$40,600,000 Bond Anticipation Note (Affordable Housing Acquisition) Series 2006 (the “Series 2006 Note”). The Series 2006 Note was issued for the purpose of providing a portion of the funds required for the purchase of a multi-family rental housing

complex, known as Crescent Apartments, to further FCRHA's goal of preserving existing affordable housing in Fairfax County. In 2007, 2008, 2011 and 2013 FCRHA issued bond anticipation notes, each time to refinance previous bond anticipation notes issued for the financing or refinancing of the Crescent Apartments project that were not paid from County money set aside to promote affordable housing. In February, 2015 the County and FCRHA entered into a direct loan agreement with Bank of America, N.A. (the "Crescent Apartments Loan Agreement"), in a principal amount of \$18,260,000, which together with other County funds refinanced the 2013A Notes. The County is obligated by a contract with FCRHA to make payments equal to the debt service on the Crescent Apartments Loan Agreement. The County's obligation to make such payments is subject to annual appropriation. In February 2018, FCRHA issued its Revenue Bonds (Crescent Affordable Housing Acquisition), Series 2018A (Federally Taxable) (the "Series 2018 Bonds") in the aggregate amount of \$11,175,000 with a five-year amortization to refinance the loan payment. The County is obligated by the terms of a payment agreement with FCRHA, subject to the appropriation of funds for the purpose, to pay amounts equal to the interest on and the principal of the Series 2018 Bonds. The coincidental terms of the Series 2018 Bonds and the related payment agreement extend to October 2022.

On November 28, 2007, FCRHA issued \$105,485,000 Bond Anticipation Notes (Affordable Housing Acquisition) Series 2007B (the "Series 2007B Notes"). The Series 2007B Notes were issued for the purpose of providing a portion of the funds required for the purchase of a multi-family rental housing complex located in Annandale, Virginia. In 2008, FCRHA issued bond anticipation notes to refinance the Series 2007B Notes. On August 20, 2009, FCRHA issued its Revenue Bonds (Affordable Housing Acquisition) Series 2009 in the aggregate amount of \$94,950,000 (the "Series 2009 Bonds") to pay a portion of the principal amount of the 2008 outstanding bond anticipation notes. A portion of the principal amount of the 2008 bond anticipation notes, and the interest due on such notes, was paid from money set aside to promote affordable housing. The County is obligated by the terms of a payment agreement with FCRHA, subject to the appropriation of funds for the purpose, to pay amounts equal to the interest on and the principal of the Series 2009 Bonds. The coincidental terms of the Series 2009 Bonds and the related payment agreement extend to October 2039.

In July 2011, EDA issued \$99,430,000 of Revenue Bonds (Wiehle Avenue Metrorail Station Parking Project). The bonds were issued to finance a portion of the costs of construction of a public parking facility to serve the Wiehle Avenue Metrorail Station that was constructed as part of the extension of Washington Metropolitan Area Transit Authority's Metrorail System in the Dulles Corridor. The County is obligated by contract with EDA to pay amounts equal to debt service on EDA's bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the bonds and the contract extend to August 2034.

In May 2012, EDA issued \$65,965,000 of Revenue Bonds (Community Services Facilities Projects) (the "2012 EDA Bonds") backed by a contract between the County and EDA. The bonds were issued to finance the improvement of certain properties to be used by the County as a mental health facility and as a neighborhood community center. The County is obligated by a contract with EDA to pay amounts equal to debt service on such bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the bonds and the contract extend to March 2042. In August 2017, EDA issued its 2017B County Facilities Projects Refunding Bonds (hereinafter defined) to refund certain outstanding maturities of the 2012 EDA Bonds.

In November 2013, the County issued an \$11,085,000 special subfund revenue bond (the "2013 VRA Bond") to Virginia Resources Authority ("VRA"). In return for issuing the 2013 VRA Bond, VRA provided the County with a portion of the proceeds realized from its autumn 2013 pooled financing bond

transaction. The 2013 VRA Bond was issued to finance renovations to a complex that serves as a senior housing and assisted living facility, a senior center and an adult day health care center in the County. The County is obligated by a contract with VRA to pay amounts equal to the debt service on the 2013 VRA Bond. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the 2013 VRA Bond and the contract extend to October 2033.

In December 2013, EDA and the County entered into a master credit agreement with Bank of America, N.A., pursuant to which a revolving line of credit in an amount of up to \$100,000,000 is made available to the County to provide interim financing for projects within the County's Capital Improvement Program or other similar projects. In December 2016, the termination of date of the revolving line of credit was extended for a one-year period until December 2017. The County did not renew the line of credit after December 2017.

In December 2013, EDA and the County entered into a loan agreement with T.D. Bank, N.A. (the "T.D. Loan Agreement"), pursuant to which the proceeds of the loan in the amount of \$25,000,000 are made available to the County to provide financing for the costs of the planned replacement of County-owned building subsystems such as roofs, electrical systems, HVAC, plumbing systems, carpet replacement, parking lot and garage repairs, fire alarm replacement and emergency generator replacement that have reached the end of their useful life (collectively, "County Building Improvements"). The County is obligated by a contract with EDA to pay amounts equal to the debt service on the loan. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. In March 2015, the County obtained an additional \$10,000,000 pursuant to the T.D. Loan Agreement to finance additional County Building Improvements. The \$25,000,000 loan was retired in January, 2019, and the \$10,000,000 loan extends to January, 2020.

In June 2014, EDA issued \$170,690,000 of Fairfax County Facilities Revenue and Refunding Bonds Series 2014 A (County Facilities Projects) (the "2014A County Facilities Projects Bonds"). The 2014A County Facilities Projects Bonds were issued to provide funds to finance the costs of the construction of a building to serve as a public safety facility for the County and the construction of a related parking garage, to refund and redeem prior to their respective maturities certain outstanding School Board Building Bonds and to capitalize interest on a portion of the Series 2014A County Facilities Projects Bonds up to and including the October 1, 2016, interest payment date. The County is obligated by a contract with EDA to pay amounts equal to debt service on such bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the Series 2014A County Facilities Projects Bonds and the contract extend to October 2034.

In June 2014, EDA issued \$30,175,000 of Fairfax County Facilities Revenue Bonds Series 2014 B (Federally Taxable) (County Facilities Projects) (the "2014B County Facilities Projects Bonds, and together with the 2014A County Facilities Projects Bonds, the "2014 County Facilities Projects Bonds") to provide funds to permanently finance the leasehold acquisition from LAF, LLC, of the Workhouse Arts Center located in the southeastern corner of the County, for a price sufficient to enable the lessee to retire all of its indebtedness relating to the Workhouse Arts Center. The County leased the 55-acre site and existing historic structures of the Lorton Correctional Complex to the lessee in 2006, and the lessee incurred over \$50 million in debt through EDA to finance improvements to convert the Complex into a center for visual and performing arts. The County plans to provide for the continuation of the existing educational and cultural programs at the Center, while the County conducts a study of the optimum uses of and develops plans for further improvements to the Center. The County is obligated by a contract with EDA to pay amounts equal to debt service on such bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such

purpose. The coincidental terms of the 2014B County Facilities Projects Bonds and the contract extend to October 2033.

On December 17, 2014, EDA entered into a loan agreement with the United States Department of Transportation and obtained a Transportation Infrastructure Financing and Innovation Act (TIFIA) loan in the principal amount up to \$403,274,894 (plus capitalized interest). Proceeds from the TIFIA loan are being used to finance the County's share of Phase II of the Silver Line Metrorail expansion. The County is obligated by a contract with the EDA to pay amounts equal to debt service on the TIFIA loan. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The terms of the TIFIA loan provide for repayment to begin October 1, 2023, and end April 1, 2046. As of June 30, 2018, the outstanding balance on the TIFIA Loan including accrued interest is \$339,023,513.

In August 2017, EDA issued \$19,060,000 of Fairfax County Facilities Revenue Bonds Series 2017 A (County Facilities Projects) (Federally Taxable) (the "2017A County Facilities Projects Bonds") and \$31,150,000 of Fairfax County Facilities Revenue Refunding Bonds Series 2017 B (County Facilities Projects) (the "2017B County Facilities Projects Refunding Bonds" and together with the 2017A County Facilities Projects Bonds, the "2017 County Facilities Projects Bonds"). The 2017A County Facilities Projects Bonds were issued to finance the costs of the construction and improvement of certain property to be used by the County as an adult day care facility, child day care centers and a senior center or for other County approved purposes. The 2017B County Facilities Projects Refunding Bonds were issued to refund certain outstanding maturities of the 2012 EDA Bonds. The County is obligated by a contract with EDA to pay amounts equal to debt service on the 2017 County Facilities Projects Bonds. The County's obligation to make such payments is subject to the annual appropriation by the Board of Supervisors of sufficient funds for such purpose. The coincidental terms of the 2017 County Facilities Projects Bonds and the contract extend to October 2037.

Lease Commitments and Contractual Obligations

The County leases certain real estate, equipment, and sewer facilities under various long-term lease agreements. In addition, pursuant to contracts with Arlington County, the Alexandria Sanitation Authority, the District of Columbia, and the Upper Occoquan Sewage Authority, the County is obligated to share the capital costs and associated debt service of certain facilities.

In February 1990, the Northern Virginia Transportation Commission ("NVTC") issued \$79.4 million of bonds to finance certain costs associated with the establishment of commuter rail services (the Virginia Railway Express) in the area of Northern Virginia bordering Washington, D.C. Fairfax County has joined with other jurisdictions through a Master Agreement to bear certain costs associated with operating and insuring the rail service as well as servicing the debt issued by NVTC. The Master Agreement requires that the County's governmental officers charged with preparing its annual budget include an amount equal to its share of the costs of the Virginia Railway Express. Each jurisdiction's share is determined by a formula set out in the Master Agreement. Fairfax County's share of this cost was \$5.4 million in FY 2018. An additional \$23 million in NVTC commuter rail revenue bonds were issued in early 1997 to purchase new rail coaches. Debt service on these bonds is being funded predominantly by Commonwealth and federal funds and VRE revenues.

On October 29, 2003, EDA issued \$33,375,000 transportation contract revenue bonds to provide \$30,000,000 to the Commonwealth Transportation Board (CTB) for construction of certain interchanges on Route 28 in the Route 28 Highway Transportation District, which is partly in Fairfax County and partly in Loudoun County. On August 26, 2004, EDA issued \$57,410,000 transportation contract revenue bonds to provide an additional \$60 million for construction of additional interchanges. The bonds issued

in 2003 and 2004 financed the construction of six interchanges. In March 2007, EDA issued \$41,505,000 transportation contract revenue bonds to finance a portion of the costs of constructing an additional four interchanges in the Route 28 Highway Transportation District. In July 2008, EDA issued \$51,505,000 transportation contract revenue bonds (the “2008 Bonds”) to finance additional costs of constructing the additional four interchanges on Route 28. See also the discussion of taxes levied by the County in the Route 28 Highway Transportation Improvement District, located partly in the County, to pay debt service on CTB and EDA bonds in “GOVERNMENT SERVICES – Transportation – Tax Districts” herein. In May, 2012, EDA issued bonds to refund a portion of the bonds issued in 2003 and 2004 and in August 2016 EDA issued bonds to refund all of the outstanding bonds issued in March 2007 and a portion of the outstanding bonds issued in July 2008. The 2008 Bonds were redeemed on April 1, 2018.

On May 26, 2011, EDA issued \$205,705,000 Transportation District Improvement Revenue Bonds (Silver Line Phase I Project) Series 2011 which provided \$220 million to provide a portion of the financing for the expansion of Metrorail of approximately 11.5 miles of rail line through the County’s primary urban center, Tysons to Reston. On October 10, 2012, EDA issued an additional \$42,390,000 Transportation District Improvement Revenue Bonds (Silver Line Phase I Project) Series 2012 to provide \$48,400,000 for this purpose. Debt service on the bonds is paid from a special improvements tax levied by the County on commercial and industrial use property located in the Phase I Dulles Rail Transportation Improvement District within the County. On March 16, 2016, EDA issued \$173,960,000 Transportation District Improvement Revenue Refunding Bonds (Silver Line Phase I Project) Series 2016 which refunded a portion of the outstanding bonds issued in 2011 and 2012.

On June 9, 2011, the Mosaic District Community Development Authority (the “CDA”) issued \$46,980,000 Revenue Bonds, Series 2011A, and the CDA issued in July, 2011 an additional \$18,670,000 Revenue Bonds, Taxable Series 2011A-T (collectively, the “CDA Bonds”). Proceeds from the CDA Bonds were used to finance certain public infrastructure improvements within the Mosaic District Community Development Authority District (the “Mosaic District”) to support a mixed-use development to be constructed within the Mosaic District. The CDA Bonds are payable primarily from certain incremental real estate tax revenues collected by the County in the District and certain special assessments imposed and collected by the County within the Mosaic District. The payment of incremental real estate tax revenues and special assessments, as applicable, by the County to the CDA to be used for debt service payments on the CDA Bonds is subject to appropriation by the County.

On March 8, 2017, EDA issued \$69,645,000 Fairfax County Metrorail Parking System Project Revenue Bonds Series 2017 (“Parking System Revenue Bonds”) to provide funds to finance the construction of parking facilities to be owned and operated by the County, that will be located adjacent to WMATA’s Herndon and Innovation Center Metrorail Stations to be constructed as part of Phase II of the Silver Line extension of Metrorail. Debt service on the Parking System Revenue Bonds is payable from the proceeds of net parking revenues collected from customers of parking facilities controlled by the County at certain WMATA Metrorail stations in the County and from certain surcharge revenues collected from customers of certain parking facilities controlled by WMATA.

Debt Service on Tax Supported Debt Obligations

Total principal and interest payments on the County’s outstanding tax supported debt obligations, including general obligation bonds and other tax supported debt obligations, are presented in the following table as of March __, 2019:

Fiscal Year Ending June 30	General Obligation Bonds¹		Other Tax Supported Debt Obligations		Total³
	Principal	Interest²	Principal	Interest	
2019	\$54,580,000	\$45,187,378	\$7,557,500	\$10,702,487	\$118,027,364
2020	203,780,000	97,347,786	29,150,000	20,718,209	350,995,995
2021	196,750,000	87,118,390	27,705,000	19,555,134	331,128,524
2022	187,985,000	78,497,725	28,115,000	18,344,954	312,942,679
2023	179,260,000	70,229,310	27,400,000	17,147,950	294,037,260
2024	167,540,000	62,016,465	23,250,000	16,030,336	268,836,801
2025	164,275,000	53,905,465	23,900,000	15,008,913	257,089,378
2026	154,125,000	46,805,285	24,217,500	13,959,015	239,106,800
2027	146,540,000	40,247,475	24,570,000	12,889,037	224,246,512
2028	134,290,000	34,465,635	25,295,000	11,791,021	205,841,656
2029	122,130,000	29,066,065	26,060,000	10,653,674	187,909,739
2030	111,645,000	24,000,208	26,795,000	9,470,099	171,910,306
2031	97,900,000	19,553,205	27,660,000	8,238,433	153,351,638
2032	89,775,000	15,659,790	28,550,000	6,952,812	140,937,602
2033	78,740,000	11,963,938	27,530,000	5,609,347	123,843,285
2034	68,555,000	8,827,700	27,470,000	4,296,905	109,149,605
2035	55,340,000	6,134,000	25,690,000	3,035,315	90,199,315
2036	43,975,000	3,931,900	8,425,000	2,226,251	58,558,151
2037	33,125,000	2,228,350	8,830,000	1,821,426	46,004,776
2038	21,710,000	1,024,350	9,470,000	1,462,914	33,667,264
2039-2049	10,730,000	268,250	24,825,000	2,149,275	37,972,525
Total	<u>\$2,322,750,000</u>	<u>\$738,478,669</u>	<u>\$482,465,000</u>	<u>\$212,063,505</u>	<u>\$3,755,757,173</u>

Source: Fairfax County Department of Management and Budget [ntd – Need to update table]

¹Includes debt service on the Refunded Bonds.

²Does not reflect anticipated payments by the United States Treasury with respect to the County's Public Improvement Bonds Series 2009E (Federally Taxable - Build America Bonds).

³Totals may not add due to rounding.

Sewer Revenue Bonds

Beginning in 1986, the County has issued several series of bonds under the General Bond Resolution for the benefit of the County's sewage collection, treatment and disposal systems (the "System"), including \$104,000,000 Sewer Revenue Bonds, Series 1996 (the "1996 Bonds") issued to provide funds for paying a portion of the costs of certain additions, extensions and improvements to the System. The County also issued \$94,005,000 Sewer Revenue Refunding Bonds, Series 2004 (the "2004 Bonds") on October 14, 2004, to provide funds, with other available funds, to refund the \$91,430,000 of the County's outstanding 1996 Bonds that were scheduled to mature on and after July 15, 2007. On June 17, 2009, the County issued \$152,255,000 Sewer Revenue Bonds, Series 2009 (the "2009 Bonds") to provide funds to finance capital improvements for the benefit of the System as well as for the purchase of additional wastewater capacity for the benefit of the County. On August 8, 2012, the County issued \$90,710,000 Sewer Revenue Bonds, Series 2012 (the "2012 Bonds") to provide funds to pay a portion of capital improvement costs allocable to the County at certain wastewater treatment facilities that are owned by, or that provide service to, the County which were required by the Commonwealth's Department of Environmental Quality to reduce the total nitrogen discharge to newly required limits, the purchase of additional capacity at certain wastewater treatment facilities for the benefit of the County and the costs of certain additions, extensions and improvements to the County's sewage collection, treatment and disposal systems. On April 16, 2014, the County issued \$61,755,000 Sewer Revenue Refunding

Bonds, Series 2014 to refund the outstanding 2004 Bonds. In addition, on May 16, 2016, the County issued \$164,450,000 Sewer Revenue Refunding Bonds, Series 2016A to refund the outstanding 2009 Bonds that were scheduled to mature on and after July 15, 2019, and a portion of the outstanding 2012 Bonds that were scheduled to mature on and after July 15, 2021. On June 28, 2017, the County issued \$85,785,000 Sewer Revenue Bonds to provide funds to pay the costs of certain additions, extensions and improvements to the County's sewage collection, treatment and disposal systems, paying capital improvement costs allocable to the County at certain wastewater treatment facilities that provide service to the County and, if necessary purchasing additional capacity at certain wastewater treatment facilities for the benefit of the County.

Wastewater treatment capacity and services are also provided to the Integrated Sewer System pursuant to contracts with Arlington County, the Alexandria Renew Enterprises ("ARE"), the District of Columbia, and the Upper Occoquan Sewage Authority ("UOSA"), whereby the County is obligated to share the capital costs and associated debt service of certain facilities. The County's obligations to such entities are payable solely from the revenues of the Integrated Sewer System on a basis, under the General Bond Resolution, subordinate to its sewer revenue bonds, and are not general obligations of the County.

The County has entered into a service agreement with ARE that obligates the County for 60% of the cost of capacity of the ARE wastewater treatment plant and a joint use system, including debt service on ARE bonds issued for ARE system improvements where the County does not otherwise provide for its share of the capital cost of such improvements. The County's share of previous upgrades was \$200 million. The County's share of additional upgrades, as estimated by ARE, is approximately \$80 million. The County obtained permanent funding from the Virginia Water Facilities Revolving Fund in FY 2001 and again in FY 2002 for a portion of its share of the initial costs from the proceeds of two loans aggregating \$90 million. In evidence of its obligation to repay the loans, the County issued to the Virginia Water Facilities Revolving Fund the County's \$40 million subordinated sewer revenue bonds, which now bear interest at the rate of 0.95% per annum, and \$50 million subordinated sewer revenue bonds, which now bear interest at the rate of 0.95% per annum. The County expects to provide the balance of its share of the costs of ARE's improvement project from other borrowings and available Integrated Sewer System funds.

UOSA issued regional sewer system revenue refunding bonds in November 2013, May 2013, February 2007, and November 2004 to refund certain of its outstanding bonds. In 2010 and 2007, UOSA issued \$85.2 million and \$119.7 million of Regional Sewer System Revenue Bonds, of which the County's share of the par amount of such debt is \$34.1 million and \$53.9 million, respectively, to finance the cost of certain capital improvements. In fiscal year 2012, UOSA entered into two loans to fund costs related to an energy service project and phase 1 of a nutrient compliance improvement project, respectively. In fiscal years 2014, 2015 and 2016, UOSA refinanced bonds issued in 2007. As of June 30, 2018, the County's share of UOSA's outstanding debt is \$231.8 million.

The debt service on the County's outstanding sewer revenue bonds, its subordinated sewer revenue bonds payable to the Virginia Water Facilities Revolving Fund evidencing loans for a portion of the County's costs associated with the ARE improvement project, and its subordinated obligations payable for capacity under its contract with UOSA, as of June 30, 2018, is reflected in the following table:

Fiscal Year Ending June 30	<u>Sewer Revenue Bonds</u>		<u>Other Sewer Debt Service Obligations</u>		<u>Total³</u>
	<u>Principal</u>	<u>Interest</u>	<u>SRF/VRA¹</u>	<u>UOSA²</u>	
2019	\$10,145,000	\$14,881,131	\$5,974,892	\$20,270,964	\$51,271,987
2020	10,675,000	14,387,781	5,974,892	20,261,134	51,298,808
2021	11,235,000	13,899,131	5,974,892	19,903,043	51,012,067
2022	11,745,000	13,397,106	3,276,611	22,806,194	51,224,912
2023	12,320,000	12,830,381	-	20,358,950	45,509,331
2024	12,970,000	12,205,856	-	20,344,347	45,520,203
2025	13,645,000	11,540,481	-	20,329,553	45,515,034
2026	14,305,000	10,893,781	-	27,466,317	52,665,099
2027	14,955,000	10,268,231	-	20,898,647	46,121,879
2028	15,580,000	9,641,031	-	20,876,260	46,097,291
2029	16,175,000	9,055,956	-	20,858,973	46,089,929
2030	10,845,000	8,506,981	-	8,379,918	27,731,899
2031	11,400,000	7,950,856	-	8,363,171	27,714,028
2032	11,985,000	7,366,231	-	8,334,280	27,685,511
2033	12,555,000	6,802,806	-	8,234,165	27,591,971
2034	13,050,000	6,303,581	-	7,954,846	27,308,427
2035	13,540,000	5,816,878	-	7,848,611	27,205,489
2036	14,050,000	5,304,538	-	7,818,008	27,172,545
2037	14,610,000	4,743,800	-	7,790,863	27,144,663
2038	15,245,000	4,112,075	-	7,760,545	27,117,620
2039-2049	<u>84,385,000</u>	<u>15,048,738</u>	<u>-</u>	<u>26,314,969</u>	<u>125,748,707</u>
Total	<u>\$345,415,000</u>	<u>\$204,957,353</u>	<u>\$21,201,287</u>	<u>\$333,173,759</u>	<u>\$904,747,399</u>

Source: Fairfax County Department of Public Works and Environmental Services

¹ Debt service on the County's subordinated sewer revenue bonds issued to the Virginia Water Facilities Revolving Fund evidencing the County's obligation to repay \$90 million in loans made to the County by Virginia Resources Authority from the Fund.

² Based on the County's share of scheduled UOSA debt service. Does not reflect any anticipated payments by the United States Treasury on outstanding UOSA Build America Bonds.

³ Totals may not add due to rounding.

Debt Ratios

The following data show trends in the relationship of the general obligation bond indebtedness of the County to the estimated market value of taxable property in the County and to its estimated population and the trend of general obligation debt service requirements as a percentage of General Fund disbursements.

**Trend of Debt as a Percentage of
Estimated Market Value of Taxable Property (in 000s)**

<u>Fiscal Year Ended June 30</u>	<u>Bonded Indebtedness¹</u>	<u>Estimated Market Value²</u>	<u>Percentage</u>
2010	\$2,318,699	\$222,951,827	1.04%
2011	2,554,051	204,324,080	1.25
2012	2,734,135	210,318,077	1.30
2013	2,514,452	211,298,487	1.19
2014	2,766,717	224,369,644	1.23
2015	2,770,822	236,403,666	1.17
2016	2,750,573	244,397,085	1.13
2017	2,766,149	251,724,115	1.10
2018	2,768,103	256,260,725	1.08
2019 ³	2,990,672	262,013,605	1.14

Sources: Fairfax County Comprehensive Annual Financial Report FY 2010-2018 and Department of Finance

¹ Bonded Indebtedness beginning with Fiscal Year 2013 included herein differs from the data shown in Tables 3.1, 3.2 and 3.4 of the Statistical Section of the County's Comprehensive Annual Financial Report based on the treatment of bond premium and discounts. In the Comprehensive Annual Financial Report, beginning with Fiscal Year 2013, Bonded Indebtedness represents principal outstanding plus unamortized premium (minus unamortized discount). In the table above, Bonded Indebtedness is based on outstanding principal without adjustment for unamortized premium or discount. The total includes General Obligation Bonds and other tax supported debt payable from the General Fund including the County's obligation to make payments with respect to "— Other Tax Supported Debt Obligations."

² Estimated market value is based on recorded values as of January 1 of the prior fiscal year, and reflects the original book value and does not reflect any adjustments made during the fiscal year.

³ Estimates per the FY 2019 Adopted Budget Plan per the Fairfax County Department of Management and Budget.

Estimated Debt Per Capita

<u>Fiscal Year Ended June 30</u>	<u>Bonded Indebtedness (in 000s)¹</u>	<u>Estimated Population (in 000s)²</u>	<u>Bonded Indebtedness Per Capita</u>	<u>Fairfax County Per Capita Income³</u>	<u>Estimated Debt Per Capita as Percentage of Per Capita Income</u>
2010	\$2,318,699	1,082	\$2,143	\$67,094	3.19%
2011	2,554,051	1,101	2,320	64,637	3.59
2012	2,734,135	1,119	2,443	68,847	3.55
2013	2,514,452	1,131	2,223	71,607	3.10
2014	2,766,717	1,138	2,431	71,752	3.39
2015	2,770,822	1,142	2,426	75,007	3.23
2016	2,750,573	1,139	2,415	74,923	3.22
2017	2,766,149	1,143	2,420	75,978	3.19
2018 ⁴	2,768,103	1,143	2,422	75,978	3.19
2019 ⁴	2,990,672	1,143	2,617	75,978	3.44

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

¹ Bonded Indebtedness beginning with Fiscal Year 2013 included herein differs from the data shown in Tables 3.1, 3.2 and 3.4 of the Statistical Section of the County's Comprehensive Annual Financial Report based on the treatment of bond premium and discounts. In the Comprehensive Annual Financial Report, beginning with Fiscal Year 2013, Bonded Indebtedness represents principal outstanding plus unamortized premium (minus unamortized discount). In the table above, Bonded Indebtedness is based on outstanding principal without adjustment for unamortized premium or discount. The total includes General Obligation Bonds and other tax supported debt payable from the General Fund including the County's obligation to make payments with respect to "— Other Tax Supported Debt Obligations."

² U.S. Census Bureau, 2010 Decennial Censuses, U. S. Census Bureau Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2015. 2018 and 2019 estimates not yet available.

³ Source: Bureau of Economic Analysis (BEA), U.S. Department of Commerce, and Fairfax County Department of Management and Budget 2010-2019 Estimates. The Cities of Fairfax and Falls Church were not included.

⁴ Estimates per the FY 2019 Adopted Budget Plan per the Fairfax County Department of Management and Budget.

**Debt Service Requirements as a
Percentage of General Fund Disbursements (in 000s)**

Fiscal Year Ended June 30	Debt Service Requirements¹	General Fund Disbursements	Percentage
2010	\$277,370	\$3,309,905	8.38%
2011	285,551	3,343,689	8.54
2012	288,302	3,419,953	8.43
2013	289,714	3,533,098	8.20
2014	295,451	3,637,841	8.12
2015	313,969	3,729,625	8.42
2016	323,859	3,860,655	8.39
2017	313,389	4,005,845	7.82
2018	337,077	4,112,554	8.20
2019 ²	364,553	4,280,916	8.52

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

¹ The Debt Service Requirements include total principal and interest payments on the County's outstanding tax supported debt obligations, including all debt listed under the heading "— Other Tax Supported Debt Obligations."

² Estimates per the FY 2019 Adopted Budget Plan per Fairfax County Department of Management and Budget. Fiscal year property taxes are levied on prior year assessments.

Underlying Bonded Indebtedness

The following table shows the underlying bonded indebtedness of towns within the boundaries of Fairfax County as of June 30, 2018:

Town of Vienna ¹	General Obligation Bonds and Capital Leases	\$29,119,429
Town of Herndon ¹	General Obligation and Public Improvement Notes	<u>11,712,500</u>
Total Underlying Bonded Indebtedness		<u>\$40,831,929</u>

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

¹ Underlying Bonded Indebtedness for Fiscal Year 2018 included herein differs from the data shown in Tables 3.1, 3.2 and 3.4 of the Statistical Section of the County's Comprehensive Annual Financial Report based on the treatment of bond premium and discounts. In the Comprehensive Annual Financial Report, beginning with FY 2013, Bonded Indebtedness represents principal outstanding plus unamortized premium (minus unamortized discount). In the table above, Bonded Indebtedness is based on outstanding principal without adjustment for unamortized premium or discount.

This underlying bonded indebtedness are obligations of the respective towns only and are not obligations of Fairfax County.

The bonds, notes and other obligations of Fairfax Water, the Fairfax County Park Authority, the Fairfax County Industrial Development Authority, the Fairfax County Economic Development Authority, the Fairfax County Redevelopment and Housing Authority, the Northern Virginia Health Center Commission, the Northern Virginia Transportation Commission, and the Mosaic District Community Development Authority are not obligations of the County.

TAX BASE DATA

Fairfax County annually reassesses over 360,000 parcels of real property employing a computer assisted mass reassessment program for both residential and non-residential properties. The County uses a statistic called the coefficient of dispersion (the “Coefficient of Dispersion”) which measures the uniformity of assessment to sale ratios among properties. The lower the coefficient of dispersion, the more uniform the assessment. The overall Coefficient of Dispersion in Fairfax County for tax year 2017 (FY 2018) was 3.4%, and the assessment to sales price ratio was 0.948. A Coefficient of Dispersion of 15% is considered good by professional assessing standards. The County falls into the excellent category, indicating a high degree of assessment uniformity and equity.

The assessed value for FY 2019 of the real estate tax base, as reported for calendar year 2018 assessments in the main tax book for Fairfax County, increased by 3.6% in value from the prior year.

The data in the following five tables are presented to illustrate trends and characteristics of the assessed value of real and personal property which are major sources of County-derived revenue.

Assessed Value of All Taxable Property¹

<u>Fiscal Year</u>	<u>Real Property</u>	<u>Personal Property</u>	<u>Total</u>
2010	\$204,047,166,164	\$14,502,191,112	\$218,549,357,276
2011	185,755,271,151	14,767,968,334	200,523,239,485
2012	192,062,068,734	15,265,499,862	207,327,568,596
2013	198,178,754,789	16,053,881,534	214,232,636,323
2014	205,045,008,994	16,420,356,751	221,465,365,745
2015	216,832,912,747	16,518,808,610	233,351,721,357
2016	224,411,716,328	16,895,179,934	241,306,896,262
2017	231,350,805,374	17,451,767,407	248,802,572,781
2018 ²	235,941,977,840	17,692,585,096	253,634,562,936
2019 ²	244,130,871,357	17,882,734,538	262,013,605,895

Sources: Fairfax County Department of Tax Administration and Department of Management and Budget. All years included figures for the Public Service Corporation. All Public Service Corporation real property assessments are required under Virginia law to be made at 100% of estimated market value annually by the State Corporation Commission.

¹Figures are net of exonerated assessments and tax relief for the elderly and disabled.

²Estimates per the FY 2018 Revised Budget Plan and FY 2019 Adopted Budget Plan per Fairfax County Department of Management and Budget. Fiscal year property taxes are levied on prior year assessments.

**Tax Rates per \$100 Assessed Value
(Fiscal Year)**

Tax Category	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
Real Estate – Regular and Public Service	\$1.04	\$1.09	\$1.07	\$1.075	\$1.085	\$1.09	\$1.09	\$1.13	\$1.13	\$1.15
Personal Property – Regular	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57
Personal Property – Public Service	1.04	1.09	1.07	1.075	1.085	1.09	1.09	1.13	1.13	1.15
Personal Property – Machinery and Tools	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57
Personal Property – Development	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57	4.57
Personal Property – Mobile Homes	1.04	1.09	1.07	1.075	1.085	1.09	1.09	1.13	1.13	1.15
Personal Property – Special ¹	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01

Sources: Fairfax County Adopted Budgets, FY 2010-FY 2018 and FY 2019 Adopted Budget Plan

¹ Includes vehicles specially equipped for the handicapped, privately owned vans used for van pools, vehicles belonging to volunteer fire and rescue squad members, vehicles owned by auxiliary police and reserve deputy sheriffs, certain property of homeowners associations, antique cars, aircraft, including flight simulators, and motor vehicles owned by qualified elderly or disabled individuals, and boats.

**Commercial-Industrial Percentage of the
Total Assessed Value of Real Property¹**

<u>Fiscal Year²</u>	<u>Percent (%)³</u>
2010	22.67
2011	19.70
2012	19.64
2013	20.77
2014	19.96
2015	19.01
2016	18.67
2017	18.89
2018	19.12
2019	19.43

Source: Fairfax County Department of Tax Administration

¹ Assessed values are reported by State of Virginia Land Use Codes. Vacant land is defined according to zoning classification.

² Fiscal year property taxes are levied on prior year assessments.

³ Includes the Towns of Vienna, Herndon and Clifton.

The following data show the assessed value of real property of the 25 largest holders of real property in the County as of January 1, 2018.

**Top 25
Holders of Real Property in Fairfax County
As of January 1, 2018**

Rank	Property Owner	Property Type	Total Assessment¹
1	Tysons Corner Property Holdings LLC	Tysons Corner Regional Shopping Mall	\$1,590,877,210
2	Capital One Bank	Office	732,344,700
3	Pr Springfield Town Center LLC	Springfield Town Center	485,885,430
4	Fairfax Company of Virginia LLC	Fair Oaks Mall	480,054,080
5	US Bank National Association	Office	470,483,980
6	Homart Newco One Inc	Commercial & Industrial	373,804,950
7	Camden Summit Partnership LP	Apartments	359,477,630
8	Washington Gas Light Company	Public Utility	353,443,229
9	Reston Town Center Property LLC	Commercial & Retail	336,198,910
10	Coresite Real Estate 12100	Office	333,385,070
11	Federal Home Loan Mortgage Corporation	Office	327,990,660
12	South of Market LLC	Office	303,276,150
13	Ps Business Parks LP	Industrial Parks	273,062,190
14	Tysons Corner Office I LLC	Office	258,514,930
15	Hyundai Able Patriots Park LLC	Commercial & Industrial	245,096,430
16	WashReit Riverside Apartments LLC	Apartments	242,525,960
17	Home Properties Mount Vernon LLC	Apartments and Office	242,329,290
18	Writ LP	Commercial & Industrial	223,320,270
19	Tamames 7950 Owner LLC	Office	215,606,680
20	Rbdw Avant LLC	Office	215,116,810
21	Navy Federal Credit Union	Office	201,643,160
22	Mitre Corporation	Office	200,977,020
23	Dunn Loring Development Company LLC	Commercial & Retail	198,037,660
24	Eskridge (E&A) LLC	Commercial & Retail	191,690,570
25	Eqr-Skyline Towers LLC	Apartments and Office	187,814,540
Total			\$9,042,957,509

Source: Fairfax County Department of Tax Administration, January 1, 2018, tax rolls

¹ As of January 1, 2018, the assessed value of the real property of the 25 largest holders of real property in the County represented 3.45% of the total assessed value of all real property in Fairfax County, excluding tax-exempt properties. January 1, 2018, assessments generate tax revenue in FY 2019.

**Real and Personal Property
Tax Levies and Tax Collections**

Fiscal Year	Total Levy¹	Current Collections²	% of Total Levy Collected³	Collection of Delinquent Taxes	Total Current & Delinquent Taxes⁴	% of Total Levy & Delinquent Taxes
2010	\$2,617,630,834	\$2,611,825,961	99.78	\$21,900,682	\$2,633,726,643	100.61
2011	2,529,322,489	2,519,767,097	99.62	22,696,208	2,542,463,305	100.52
2012	2,578,579,112	2,563,131,721	99.40	22,034,282	2,585,166,003	100.26
2013	2,685,186,192	2,679,668,935	99.79	18,659,978	2,698,328,913	100.49
2014	2,789,010,004	2,776,199,493	99.54	21,735,390	2,797,934,883	100.32
2015	2,932,029,373	2,926,228,317	99.80	23,425,378	2,949,653,695	100.60
2016	3,027,718,274	3,019,636,276	99.73	21,161,598	3,040,797,874	100.43
2017	3,218,263,071	3,206,288,719	99.63	25,396,075	3,231,684,794	100.42
2018	3,272,316,125	3,257,140,568	99.54	23,701,494	3,280,842,062	100.26
2019	3,423,442,271	3,407,656,512	99.54	23,701,494	3,431,358,006	100.23

Sources: Fairfax County Department of Management and Budget and Department of Tax Administration

¹ The total levy is the levy for General Fund real and personal property taxes and does not include the property tax levy for Special Revenue Funds, e.g. for refuse collection and community centers.

² Current collections do not include tax collections for the Special Revenue Funds or payments in lieu of taxes. As a result of revised accounting procedures, the collection of penalty and interest payments for late payments of current taxes is included in the collection of current taxes rather than under the collection of back taxes.

³ The percentage of levy is not the collection rate since current collections also include penalty and interest payments for late payments of current taxes.

⁴ FY 2010 through FY 2017 from Fairfax County Comprehensive Annual Financial Reports; FY 2018 and FY 2019 are estimates per the FY 2018 Revised Budget Plan and FY 2019 Adopted Budget Plan per Fairfax County Department of Management and Budget and Department of Tax Administration.

Section 58.1-3916 of the Code of Virginia authorizes Fairfax County, pursuant to Section 4-10-1 of the County Code, to impose a penalty of 10% for failure to pay taxes when due, with interest to be due on such taxes and penalty following the day such taxes are due at the rate of 10% per annum the first year and at the greater of 10% per annum and the rate established pursuant to Section 6621 of the Internal Revenue Code for the second and subsequent years of delinquency.

FINANCIAL INFORMATION

Five-Year Summary of Revenues, Expenditures and Fund Balances for the General Fund

The financial data shown in the following table represent a summary for the five fiscal years ended June 30, 2018, of the revenues, expenditures, and fund balances accounted for in the County's General Fund.

	Fiscal Years Ended June 30				
	2014	2015	2016	2017	2018
REVENUES					
Taxes	\$3,091,497,604	\$3,233,977,029	\$3,327,545,952	\$3,516,899,229	\$3,589,886,690
Permits, fees, and licenses	39,351,756	45,545,990	48,443,054	52,201,079	52,723,373
Intergovernmental	345,208,093	344,894,850	352,320,212	356,846,491	355,433,536
Charges for services	69,207,776	71,273,201	79,086,734	81,264,762	82,679,276
Fines and forfeitures	16,669,844	16,298,999	14,566,333	15,947,672	15,227,392
Developers' contributions	14,906	5,757	225,101	-	-
Use of money and property	15,033,510	15,701,691	22,679,412	31,325,447	47,076,323
Recovered costs	9,426,879	11,655,234	9,423,456	8,960,041	9,234,813
Gifts, donations, and contributions	<u>771,379</u>	<u>916,287</u>	<u>969,583</u>	<u>890,976</u>	<u>1,221,172</u>
Total revenues	<u>\$3,587,181,747</u>	<u>\$3,740,269,038</u>	<u>\$3,855,259,837</u>	<u>\$4,064,335,697</u>	<u>\$4,153,482,575</u>
EXPENDITURES					
Current:					
General government administration	\$163,828,478	\$162,063,387	\$159,574,082	\$158,210,278	\$154,169,910
Judicial administration	49,302,583	52,120,422	54,237,643	56,018,395	57,378,283
Public safety	620,073,326	634,174,750	646,258,835	673,290,385	683,701,748
Public works	86,012,739	84,038,207	88,201,178	90,215,133	93,472,087
Health and welfare	352,430,786	362,016,707	381,760,426	391,618,833	398,899,103
Community development	55,705,696	57,331,723	60,981,469	62,174,038	64,198,596
Parks, recreation, and cultural	35,409,661	34,297,699	36,311,287	36,528,547	38,349,375
Intergovernmental:					
Community development	10,382,091	10,492,636	10,746,095	10,988,449	11,360,629
Parks, recreation, and cultural	31,427,759	31,114,997	31,502,197	33,129,930	34,155,180
Education - for Public Schools	1,717,128,761	1,768,588,028	1,838,341,763	1,926,706,345	1,980,106,487
Capital outlay:					
General government admin.	9,073,520	11,071,093	13,020,325	11,545,792	14,037,641
Judicial administration	54,113	225,921	40,493	5,720	295,988
Public safety	675,118	1,388,288	7,726,916	1,851,101	2,055,229
Public works	106,271	128,823	265,695	247,960	31,250
Health and welfare	213,352	319,412	136,984	483,077	864,435
Community development	27,670	7,318	44,570	7,495	95,076
Parks, recreation, and cultural	3,919,566	4,275,727	4,878,597	3,676,970	4,063,338
Debt service:					
Principal retirement	362,258	314,660	228,213	857,156	866,604
Interest and other charges	<u>38,166</u>	<u>22,987</u>	<u>9,767</u>	<u>68,367</u>	<u>58,919</u>
Total expenditures	<u>\$3,136,171,914</u>	<u>\$3,213,992,785</u>	<u>\$3,334,266,535</u>	<u>\$3,457,623,971</u>	<u>\$3,538,159,878</u>
Revenues over (under) expenditures	\$451,009,833	\$526,276,253	\$520,993,302	\$606,711,726	\$615,322,697
OTHER FINANCING SOURCES (USES)					
Transfers in	\$24,195,595	\$12,473,516	\$14,363,192	\$21,572,105	16,440,411
Transfers out	(501,669,578)	(515,632,051)	(526,388,805)	(548,220,839)	(574,394,290)
Capital Leases	-	-	6,502,955	-	-
Total other financing sources (uses)	<u>\$(477,473,983)</u>	<u>\$(503,158,535)</u>	<u>\$(505,522,658)</u>	<u>\$(526,648,734)</u>	<u>\$(557,953,879)</u>
Net change in fund balances	(26,464,150)	23,117,718	15,470,644	80,062,992	57,368,818
Beginning Fund Balance	329,268,249	302,804,099	325,921,817	341,392,461	421,455,453
Ending Fund Balance	\$302,804,099	\$325,921,817	\$341,392,461	\$421,455,453	\$478,824,271

Source: Fairfax County Comprehensive Annual Financial Reports for the fiscal years ended June 30, 2014-2018, Exhibit A-3 - Statement of Revenues, Expenditures, and Changes in Fund Balances for Governmental Funds.

Financial Policies

The Board of Supervisors has been guided by long-standing financial policies and guidelines in the conduct of financial management. The governing statement of financial policy is contained within the Ten Principles of Sound Financial Management (“Ten Principles”). Adopted by the Board of Supervisors in 1975 and amended as needed to address changing economic conditions and management practices, the Ten Principles have been reaffirmed and have guided each succeeding Board of Supervisors to establish strong fiscal management tools and practices. The Ten Principles provide for the integration of land use planning with capital and operating budgets; establish guidelines for the development of annual balanced budgets; stress the importance of maintaining positive cash balances; establish firm not to exceed limits to debt ratios; provide guidance on cash management, internal controls, and performance measurement; provide guidelines restricting the proliferation of underlying debt and use of moral obligation financing; and encourage the development of a diversified economy within the County.

In 1982, the Board of Supervisors adopted a financial policy requiring maintenance of a “managed reserve” in the General Fund beginning on July 1, 1982, at a level not less than 2% of General Fund disbursements. This reserve has been incorporated in the budget each fiscal year. This reserve was implemented to provide for temporary financing of unforeseen needs of an emergency nature and to permit orderly adjustment to changes resulting from termination of revenue sources through actions of other governmental bodies. In 1985, the Board of Supervisors adopted a policy on appropriations during quarterly budget reviews, which provides that non-recurring revenues should be used for either capital expenditures or other non-recurring expenditures and that quarterly review adjustments are not to exceed 2% of the General Fund disbursements. In addition, on September 13, 1999, the Board of Supervisors established a Revenue Stabilization Fund with a goal of reaching 3% of General Fund disbursements. As of the FY 2006 Third Quarter Review, the Revenue Stabilization Fund was fully funded at 3% of General Fund disbursements. This reserve is designed to address ongoing requirements in years of significant economic downturn. Criteria for withdrawals from the Revenue Stabilization Fund include (1) projected revenues must reflect a decrease of greater than 1.5% from the current fiscal year estimate, (2) withdrawals must not exceed one-half of the fund balance in any fiscal year, and (3) withdrawals must be used in combination with spending cuts or other measures.

From time to time the Board of Supervisors has amended the Ten Principles in order to address changing economic conditions and management practices. Changes adopted on April 21, 2015, reflect the Board’s commitment to increasing the County’s reserve policies and to continue to strengthen the County’s financial position. The Managed Reserve target was increased from 2% to 4% of General Fund disbursements and the Revenue Stabilization Fund target was increased from 3% to 5% of General Fund Receipts. In addition, an Economic Opportunity Reserve was established to stimulate economic growth and will provide for strategic investment opportunities that are identified as priorities by the Board of Supervisors. When fully funded, this reserve will equal 1% of total General Fund disbursements in any given fiscal year. Funding for this reserve would only occur after the Managed Reserve and the Revenue Stabilization Fund are fully funded at their new levels of 4% and 5%, respectively. Funding of this increase will begin immediately; however, it will take several years to fully fund the new target level. As of June 30, 2018, the Managed Reserve was funded at \$136.9 million, and the Revenue Stabilization Fund was fully funded at \$206.7 million.

Other policies and tools that have been designed to enhance the impact of the Ten Principles include annual adoption of budgetary guidelines, formal establishment of various expenditure, revenue, and special purpose reserves, capital improvement planning guidelines, policies for risk management, guidelines for acceptance of grant awards, and planning for information technology. Various tools in active use by the County include the annual budget, the Capital Improvement Program, revenue and

financial forecasts, and management initiatives such as a performance measurement program, a pay-for-performance management system, workforce planning, and various information technology initiatives.

Certain Financial Procedures

Description of Funds

The County's annual audited financial statements include the funds administered by the Board of Supervisors and the School Board. The accounts of the County are organized on the basis of funds, each of which is considered to be a separate accounting entity. The transactions in each fund are accounted for by providing a separate set of self-balancing accounts which comprise its assets, liabilities, fund balance, revenues, and expenditures.

Annual Financial Statements

The County has no legal authority to borrow in anticipation of future years' revenues, except by the issuance of bonds or bond anticipation notes.

Prior to the beginning of each fiscal year, the Board of Supervisors adopts a budget plan consisting of contemplated expenditures and estimated revenues for such fiscal year. On the basis of the adopted budget plan, the Board of Supervisors appropriates funds for the expenditures, and establishes tax rates sufficient to produce the revenues, contemplated in the budget plan.

The annual budgeting process for a fiscal year begins in the first quarter of the previous fiscal year with the submission by agency directors of budget requests to the Department of Management and Budget. During the second quarter, budget requests are reviewed and meetings between the County Executive, Deputy County Executives, and agency directors are held to discuss agency requests. Upon receipt of the preliminary budget of the School Board in the third quarter, the County Executive prepares an initial budget for submission to the Board of Supervisors and proposes tax rates sufficient to produce revenues needed to meet expenditures contemplated in the initial budget. After work sessions with the Board of Supervisors and public hearings on the proposed budget, changes are made and the final budget is adopted. Tax rates are established prior to the beginning of the fiscal year for which the budget is prepared.

During the fiscal year, quarterly reviews of revenue and expenditures are undertaken by the County Department of Management and Budget. On the basis of these reviews, the Board of Supervisors revises appropriations as needed or desired.

1. In 1982, the Board of Supervisors adopted a financial policy requiring maintenance of a "managed reserve" in the General Fund beginning on July 1, 1982, at a level not less than 2% of General Fund disbursements. This reserve has been incorporated in the budget each fiscal year. This reserve was implemented to provide for temporary financing of unforeseen needs of an emergency nature and to permit orderly adjustment to changes resulting from termination of revenue sources through actions of other governmental bodies. In 1985, the Board of Supervisors adopted a policy on appropriations during quarterly budget reviews, which provides that non-recurring revenues should be used for either capital expenditures or other non-recurring expenditures and that quarterly review adjustments are not to exceed 2% of the General Fund disbursements. In addition, on September 13, 1999, the Board of Supervisors established a Revenue Stabilization Fund with a goal of reaching 3% of General Fund disbursements. As part of the adoption of the FY 2016 Adopted Budget Plan, the Board of Supervisors updated the County's *Ten Principles of Sound Financial Management* to increase the reserve targets for both the Revenue Stabilization Reserve and the Managed Reserve. The target level of the

Revenue Stabilization Reserve was increased from 3% to 5% of General Fund disbursements, and the target level of the Managed Reserve was increased from 2% to 4% of General Fund disbursements. The Revenue Stabilization Fund is fully funded and currently totals \$206.7 million. This reserve is designed to address ongoing requirements in years of significant economic downturn. Criteria for withdrawals from the Revenue Stabilization Fund include (1) projected revenues must reflect a decrease of greater than 1.5% from the current fiscal year estimate, (2) withdrawals must not exceed one-half of the fund balance in any fiscal year, and (3) withdrawals must be used in combination with spending cuts or other measures.

Investment Management Policy

The County's Division of Investments and Cash Management operates under the direction of the Investment Committee comprised of the Chief Financial Officer/Director of the Department of Management and Budget, the Director of the Department of Finance, the Director of the Department of Tax Administration, and the Deputy Director of the Department of Finance. Guided by a formal investment policy, the Committee continually reviews the County's investment policies and strategies and monitors daily investment activity.

During FY 2018, the County's average portfolio size (which includes investments in the General Fund, Special Revenue Funds, and Enterprise Funds) was approximately \$3.4 billion. The funds are invested in U.S. Treasury obligations, obligations of the Federal Home Loan Mortgage Corporation, Federal Home Loan Banks, Federal Farm Credit Bank, and Fannie Mae, bankers' acceptances, commercial paper (rated A1/P1 or higher), negotiable and non-negotiable and insured certificates of deposit, money market mutual funds limited to government obligations, corporate notes, bank notes, and other investments permitted under Virginia law for these purposes.

The County's investment policy, which governs the pooled cash, and general obligation bond proceeds, prohibits investment in instruments generally referred to as derivatives, and the County does not employ leverage in its investments.

The Association of Public Treasurers of the United States and Canada has awarded the County a certification for its investment policy each year since 1998. To achieve certification, an investment policy must establish standards recognized in the profession as fostering prudent management of public funds.

General Fund Revenues, Expenditures, Transfers and Beginning Fund Balance

The General Fund is maintained by the County to account for revenue derived from Countywide ad valorem taxes, other local taxes, licenses, fees, permits, charges for services, certain revenue from federal and State governments, and interest earned on invested cash balances of the General Fund and Capital Project Funds. General Fund expenditures and transfers include the costs of general County government, transfers to the School Operating Fund to pay the local share of operating Fairfax County public schools, and transfers to the Debt Service and Capital Projects Funds to pay debt service on County general obligation bonds and for certain capital improvement projects.

General Fund Summary

Shown below are the County's revenues, expenditures, transfers, and beginning fund balance of the General Fund for FY 2014 through FY 2018.

General Fund Revenues, Transfers In, and Beginning Fund Balance

	2014	2015	2016	2017	2018
General Property Taxes	\$2,576,653,463	\$2,727,409,751	\$2,818,183,929	\$3,003,139,306	\$3,062,962,780
Other Local Taxes	514,844,141	506,567,278	509,362,021	513,759,924	526,923,910
Permits, fees, and licenses	39,351,756	45,545,990	48,443,054	52,201,079	52,723,373
Intergovernmental	345,208,093	344,894,850	352,320,212	356,846,491	355,433,536
Charges for Services and Recovered Costs	78,634,655	82,928,435	88,510,190	90,224,803	91,914,089
Fines and Forfeitures	16,669,844	16,298,999	14,566,333	15,947,672	15,227,392
Use of money and property	15,033,510	15,701,691	22,679,412	31,325,447	47,076,323
Miscellaneous	786,285	922,044	1,194,684	890,976	1,221,172
Transfers In	24,195,595	12,473,516	14,363,192	21,572,105	16,440,411
Beginning Fund Balance	<u>329,268,249</u>	<u>302,804,099</u>	<u>325,921,817</u>	<u>341,392,461</u>	<u>421,455,453</u>
Total	<u>\$3,940,645,591</u>	<u>\$4,055,546,653</u>	<u>\$4,195,544,844</u>	<u>\$4,427,300,263</u>	<u>\$4,591,378,439</u>

Source: Fairfax County Comprehensive Annual Financial Reports for FY 2014-2018

General Fund Expenditures and Transfers Out

	2014	2015	2016	2017	2018
Transfer to School Operating Fund	\$1,717,128,761	\$1,768,588,028	\$1,838,341,763	\$1,926,618,902 ¹	\$1,980,019,600
Costs of General County Government	1,529,124,187	1,557,590,972	1,612,168,270	1,657,082,620	1,688,569,596
Transfer to Debt Service Funds	291,165,641	310,883,333	314,950,773	326,622,753	335,166,178
Transfer to Capital Project Funds	27,636,497	37,682,606	42,315,124	37,065,093	50,689,799
Transfer to Metro Construction and Operations Fund	11,298,296	11,298,296	11,298,296	13,557,955	13,557,955
Other Transfers	<u>61,488,110</u>	<u>43,581,601</u>	<u>41,581,114</u>	<u>44,897,487</u>	<u>44,551,040</u>
Total	<u>\$3,637,841,492</u>	<u>\$3,729,624,836</u>	<u>\$3,860,655,340</u>	<u>\$4,005,844,810</u>	<u>\$4,112,554,168</u>

Source: Fairfax County Comprehensive Annual Financial Reports for FY 2014-2018

¹ Excludes the operating contribution of \$87,443 to Northern Virginia Community College.

Revenues

The following is a discussion of the General Fund revenue structure.

General Property Taxes – An annual ad valorem tax is levied by the County on the assessed value of real and tangible personal property located within the County as of January 1 preceding the fiscal year in which such tax is due. The personal property tax on motor vehicles that acquire situs within the County or have title transferred on or after January 2 is prorated on a monthly basis. Real property and personal property are assessed at 100% of fair market value. Real property taxes are due on July 28 and December 5 of the fiscal year in which they are levied. The payment date for personal property taxes is October 5. The penalty for late payment is 10% of the amount due, and interest on delinquent taxes and

penalties accrues at a rate of 1% per annum for real estate taxes and 5% per annum for personal property taxes. In cases of property on which delinquent taxes are not paid within three years, the County may sell the property at public auction to pay the amounts due. There is no legal limit at the present time on the property tax rates that may be established by the County. Property taxes (including delinquent payments, penalties, and interest) accounted for 73.7% of total General Fund revenues in FY 2018. However, this percentage does not include the reimbursement from the Commonwealth of Virginia for a portion of the personal property tax. Including the reimbursement reflected in Intergovernmental revenue, the percentage of revenue from property taxes in FY 2018 was 78.9%. A description of the Commonwealth's plan to reduce personal property taxes follows.

During its 1998 Special Session, the General Assembly of Virginia enacted legislation to reduce personal property taxes applicable to individually owned motor vehicles. The reduction, which applies to the first \$20,000 in assessed value, was scheduled to be phased in over a five year period. The legislation states that the Commonwealth will reimburse local governments for the revenue lost from the reduction in personal property tax collections. In fiscal years subsequent to the legislation personal property taxes paid by citizens steadily reduced until such reduction equaled 70% in 2002. Due to Commonwealth budget constraints, the 2003 Virginia General Assembly temporarily froze the tax reduction at 70%. The 2005 General Assembly revised this measure further to limit its tax relief payments to all localities to a total of \$950 million per tax year beginning with 2006 (fiscal year 2007). The County's fixed share of the \$950 million is \$211,313,944, as determined by its share of the total payments made to all localities by the Commonwealth during calendar years 2004 and 2005 for tax year 2004 (fiscal year 2005). The County's total personal property tax collections for FY 2018 were \$622.4 million, comprised of \$411.1 million paid by taxpayers and \$211.3 million reimbursed by the Commonwealth of Virginia as Intergovernmental Revenue.

Other Local Taxes – The County levies various other local taxes, including a 1% local sales tax (collected by the Commonwealth and remitted to the County), a tax on consumer utility bills based on consumption for gas and electric services and a 5% communications sales tax which is imposed on the charge for or sale of communications services. Also included in this category are a cigarette tax of \$0.30 per pack, property recordation taxes, an automobile license tax, and various businesses, professional, and occupational licenses taxes. These taxes accounted for 12.7% of total General Fund revenues in FY 2018.

Permits, Privilege Fees, and Licenses – The County requires that licenses or permits be obtained in order to perform certain activities in the County and that fees be paid for services provided by certain County departments. These revenues represented 1.3% of total General Fund revenues for FY 2018.

Fines and Forfeitures – The sources of revenue in this category include court fines and penalties from the Circuit Court and the General District Court and court fines, costs from the Juvenile and Domestic Relations District Court and fines for traffic violations, misdemeanors, and felonies. In addition, the County receives revenues from parking violations as authorized under the County Code. Revenues in this category represented 0.4% of General Fund revenues in FY 2018.

Use of Money and Property – The principal sources of revenue to the General Fund from the use of money and property are interest on General Fund and Capital Project Fund investments and minor amounts of revenue from the sale and lease of County equipment and property. These revenues represented 1.1% of General Fund revenues in FY 2018.

Charges for Services and Recovered Costs – The principal sources of revenue to the General Fund from charges for services are County Clerk fees, school age child care fees, recreation fees, publication sales and various other services for which the County charges a fee. Revenues in this category represented 2.2% of General Fund revenues in FY 2018.

Intergovernmental Revenue – Intergovernmental revenue is comprised of revenue from the Commonwealth, revenue from the federal government, and revenue from local government. Revenues in this category represented 8.6% of General Fund revenues in FY 2018. This percentage includes the revenue that the County receives from the Commonwealth as reimbursement for the County's personal property tax. Each revenue source within intergovernmental revenue is described below.

Revenue from the Commonwealth – The County is reimbursed by the Commonwealth of Virginia for a portion of shared expenses, including certain expenditures for social services, the sheriff's office, courts, the Office of the Commonwealth Attorney, and other constitutional offices. Additionally, the County receives a share of the net profits from the State Alcoholic Beverage Control Board's liquor sales and state contributions to assist in meeting law enforcement expenditures. As mentioned in the section concerning General Property Taxes, the Commonwealth also reimburses the County for a portion of its personal property tax on vehicles. Including the reimbursement for the County's personal property tax, revenues from this category represented 7.4% of total General Fund revenues in the fiscal year ended June 30, 2018. Excluding this reimbursement, revenue from this category represented 2.3% of General Fund revenue in FY 2018. The County receives a significant amount of additional State aid in support of public school operations. These revenues are credited directly to the School Operating and School Lunch Funds, however, and are not reflected in the General Fund.

Revenue from the Federal Government – The principal sources of categorical federal aid to the General Fund are federal grant money supporting human service programs such as supplemental nutrition, temporary assistance for needy families, foster care, adoption assistance, and medical assistance for clients of the Department of Family Services. This revenue category represented 1.0% of General Fund revenues in FY 2018.

Revenue from Local Government – The principal sources of local government revenues are reimbursement from the Public Schools System for school nurses and reimbursement from the Park Authority for the debt service. This revenue category represented 0.1% of General Fund revenues in FY 2018.

Miscellaneous Revenues – The sources of revenue in this category include the sale of land and buildings, contract rebates, and other miscellaneous sources. These revenue sources accounted for 0.03% of General Fund revenue in FY 2018.

Expenditures and Transfers

The following is a discussion of the major classifications of General Fund expenditures and transfers.

Transfer to School Operating Fund – The County transfers money from the General Fund to the School Operating Fund to pay the County's share of the costs of operating public schools in Fairfax County. This transfer represented approximately 48.1% of total disbursements from the General Fund in the fiscal year ended June 30, 2018. The transfer to the School Operating Fund was approximately 72.3% of total receipts of the School Operating Fund. Other revenues credited directly to the School Operating and School Lunch Funds include revenue from the Federal Government, the Commonwealth of Virginia, the City of Fairfax (representing tuition of students residing in the City of Fairfax who attend Fairfax County schools), and other revenue derived locally from sale of textbooks, school lunches, etc.

Costs of General County Government – The County pays the costs of general County government from the General Fund. These costs include expenditures for general government administration, judicial administration, public safety, public works, health and welfare, parks, recreational and cultural programs,

and community development. This classification was approximately 41.1% of total General Fund disbursements in FY 2018.

Transfer to Debt Service Fund – The County transfers from the General Fund to the Debt Service Fund amounts sufficient to pay principal and interest on outstanding County and School debt including general obligation bonds and EDA and FCRHA revenue bonds. Transfers to the Debt Service Fund represented 8.1% of total General Fund disbursements in FY 2018. Effective FY 2006, Fairfax County Public Schools (FCPS) transfers from its operating fund to the County’s Debt Service Fund an amount sufficient to pay principal and interest on the applicable portion of the 2014A County Facilities Projects Bonds.

Transfer to Capital Project Funds – The County transfers money from the General Fund to the Capital Project Funds to pay the cost of certain capital improvements. The General Fund transfer to the Capital Project Funds (except for the General Fund transfer for Fairfax County’s obligations to WMATA, which is discussed below) represented 1.2% of total General Fund disbursements in FY 2018.

Transfer to Metro Construction and Operations Fund – The County is a member jurisdiction of WMATA and as such has agreed to make certain capital contributions in support of the construction by WMATA of a rail transit system to serve the Washington metropolitan area (which includes the County) and to pay a portion of the deficit incurred by WMATA in the operation of its bus system and rail system. The County generally has used bond proceeds to fund its capital contributions to WMATA and has transferred money from the General Fund to pay its share of the bus and rail operating subsidies. The General Fund transfer to the Metro Construction and Operations Fund to pay the County’s share of the system’s operating subsidies represented 0.3% of total General Fund disbursements in FY 2018. See the subsection herein entitled “GOVERNMENT SERVICES – Transportation” for a more complete discussion of the County’s obligations with respect to WMATA.

Other Transfers – The County transfers money from the General Fund to other funds for a variety of purposes. The General Fund transfer to other funds includes transfers to the County Transit Systems, Information Technology, Aging Grants and Programs, Community-Based Funding Pool, Housing Programs for the Elderly, Health Benefits Trust, and Equipment Management and Transportation Agency. Transfers to other funds were 1.1% of total General Fund disbursements in FY 2018.

Transfer to Revenue Stabilization Fund – Beginning in FY 2000, the County began setting aside money in the General Fund for a Revenue Stabilization Fund to address significant revenue reductions during severe, prolonged economic downturns. The Revenue Stabilization Fund represented 43.2% of the total fund balance in the General Fund as of June 30, 2018.

FY 2019 Budget

On May 1, 2018, the Fairfax County Board of Supervisors voted to approve the FY 2019 Adopted Budget Plan. This budget is based on General Fund revenue increasing 4.0% over the FY 2018 Revised Budget Plan. The real estate tax rate of \$1.15 per \$100 of assessed value reflects a two-cent increase over the FY 2018 Adopted Budget Plan. General Fund disbursements total \$4.28 billion, which is an increase of 1.6% or \$68.8 million from the FY 2018 Revised Budget Plan. The County transfer to support the operations and debt service requirements for the Fairfax County Public Schools is \$2.2 billion, or 52.4% of total County disbursements, and is also an increase of 4.1% or \$89 million from the FY 2018 Revised Budget Plan. Additionally, funding is provided for employee compensation as well as additional funding toward the County retirement plans. Updated budget projections through December 2018 are consistent with the FY 2019 Adopted Budget Plan.

FY 2020 Budget

As of November 2018, the County projects a \$54.3 million shortfall for FY 2020, or approximately 1.2% of the FY 2019 Revised Budget Plan per updated projections. The FY 2020 budget forecast assumes no change in the current real estate tax rate of \$1.15 per \$100 of assessed value. Projected disbursements assume a 4.1% increase to the school operating transfer, increased funding for County retirement plans, transportation, and employee compensation. The County Executive's FY 2020 Advertised Budget is anticipated to be presented to the Board of Supervisors in February 2019.

CAPITAL IMPROVEMENT PROGRAM

In connection with the County's adopted comprehensive land use plan, the Fairfax County Planning Commission annually prepares and submits to the Board of Supervisors a capital improvement program ("CIP") for the ensuing five-year period. The CIP is designed to balance the need for public facilities as expressed by the County's land use plan with the fiscal capability of the County to provide for those needs.

The CIP is an integral element of the County's budgeting process. The five-year document serves as a general planning guide for the construction of general purpose, school and public utility projects in the County. The CIP is updated and approved by the Board of Supervisors each year. This annual review process prompts careful attention to the development of reliable capital expenditure and revenue estimates and the timely scheduling of bond referenda.

In connection with the CIP process, the Board of Supervisors has adopted certain policy guidelines for the development and financing of the CIP. These guidelines include self-imposed restrictions on the issuance of general obligation bonds designed to keep General Fund supported debt service expenditures less than 10% of total Combined General Fund disbursements, and to maintain the ratio of bonded indebtedness to the market value of taxable property in the County at a level less than 3.0%.

The Board of Supervisors continues to review the County's debt program in light of current fiscal conditions and capital needs. Currently, general obligation bond sales for new money projects are limited to an average of \$300 million per year with a maximum limit of \$325 million in a single year. The CIP for fiscal years 2019-2023 (along with estimates for fiscal years 2024 to 2028) was approved by the Board of Supervisors on April 24, 2018. The County program includes new construction, renovation and renewal of school facilities, parks, housing development, revitalization, storm water management, public safety and courts, libraries, human services, solid waste, sewers, and transportation. Significant capital construction activity from FY 2019-2028 totaling \$9.8 billion is anticipated for the County, in addition to \$0.9 billion in regional parks and water supply projects that are undertaken within the County to benefit County residents, but is not managed or funded directly by the County. The total capital construction activity to be financed by the County totals \$10.7 billion from FY 2019-2028.

RETIREMENT SYSTEMS

Fairfax County administers four separate public employee retirement systems that provide pension benefits for various classes of County employees: Fairfax County Employees' Retirement System (ERS), Fairfax County Police Officers Retirement System (PORS), Fairfax County Uniformed Retirement System (URS), and the Educational Employees' Supplemental Retirement System of Fairfax County (ERFC). In addition, professional employees of the Fairfax County Public Schools participate in a plan sponsored and administered by the Virginia Retirement System (VRS).

The Fairfax County retirement systems investments are managed by independent professional investment managers. Investments in derivatives are not made for speculative purposes but may be used by investment managers to gain access to markets, to reduce risk, or to reduce transaction costs.

In fiscal year 2015, the County implemented GASB No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27*. GASB Statement No. 68 establishes the standards for accounting and reporting employee pension plans including the recognition and measurement of liabilities, deferred inflows and outflows, expenses and expenditures. The tables below are presented in conformity with GASB Statement No. 68.

Membership in the reporting entity's plans consisted of the following:

Description	Primary Government			Component Unit – Public Schools
	ERS	PORS	URS	ERFC
Retirees and beneficiaries receiving benefits	8,603	1,082	1,309	11,729
Terminated employees entitled to, but not yet receiving, benefits	2,207	63	76	4,759
Deferred Retirement Option Plan participants	745	57	115	N/A
Active employees	13,986	1,329	1,975	21,841
Total number of plan members	25,541	2,531	3,475	38,329

Source: Fairfax County Comprehensive Annual Financial Report for FY 2018

Fairfax County Employees' Retirement System (ERS)

Plan Description

The Fairfax County Employees' Retirement System (ERS) is a legally separate single-employer defined benefit pension plan established under the Code of Virginia which covers only employees of the reporting entity. The plan covers full-time and certain part-time employees of the reporting entity who are not covered by other plans of the reporting entity or the VRS. This is the only plan that provides pension benefits to both the primary government and component units. The balances have been allocated in the financial statements as follows: County 67.2 percent including business type activities, FCPS 27.1 percent, EDA 0.5 percent, FCRHA 1.7 percent, FCPA 3.5 percent of all totals.

Benefit provisions are established and may be amended by County ordinances. All benefits vest at five years of creditable service. To be eligible for normal retirement, an individual must meet the following criteria: (a) attain the age of 65 with five years of creditable service, or (b) attain the age of 50 with age plus years of creditable service being greater than or equal to 80. The normal retirement benefit is calculated using average final compensation (i.e., the highest 78 consecutive two week pay periods or the highest 36 consecutive monthly pay periods) and years (or partial years) of creditable service at date of termination. In addition, if normal retirement occurs before Social Security benefits are scheduled to begin, an additional monthly benefit is paid to retirees. The plan provides that unused sick leave credit may be used in the calculation of average final compensation by projecting the final salary during the unused sick leave period. The benefit for early retirement is actuarially reduced and payable at early termination.

Funding Policy

All contribution requirements for ERS are established and may be amended by County ordinances, including member contribution rates. Plan A and Plan C require member contributions of 4.0 percent of compensation up to the maximum Social Security wage base and 5.33 percent of compensation in excess of the wage base. Plan B and Plan D require member contributions of 5.33 percent of compensation.

The County is required to contribute at an actuarially determined rate; the rate for the year ended June 30, 2018, was 25.29 percent. Since the ERS's adjusted funded ratio (the ratio of the sum of the actuarial value of assets and commitments already made to fund changes to the actuarial accrued liability) fell below 90 percent, the contribution rate includes a margin to amortize this shortfall back to the 90 percent level. For fiscal year 2018 the amortization target was increased to 98 percent. Per the County's pension funding policy as approved by the Board of Supervisors as part of the FY 2018 Adopted Budget Plan and incorporated in the Fairfax County Code, the County will continue increasing the amortization target so that, at or before fiscal year 2020, 100 percent of the unfunded actuarial accrued liability is amortized and included in the contribution rate. The employer contribution made during the measurement period of the liability was \$167,311,608. The 2018 employer contribution totaled \$188,578,414.

Schedule of Changes in Net Pension Liability and Related Ratios (Dollar amounts in thousands)

CAFR Reporting Year Measurement Date June 30 of prior year	2018
Total Pension Liability	
Service cost	\$93,128
Interest	367,586
Changes in benefit terms	582
Differences between expected and actual experience	74,948
Changes of assumptions	-
Benefit payments, including refunds of member contributions	(284,929)
Net change in total pension liability	251,315
Total pension liability – beginning	5,116,417
Total pension liability – ending	\$5,367,732
Plan Fiduciary Net Position	
Contributions – employer	\$167,312
Contributions – member	35,476
Net investment income	243,496
Benefit payments, including refunds of member contributions	(284,931)
Administrative expense	(2,050)
Net change in plan fiduciary net position	159,303
Plan fiduciary net position – beginning	3,590,082
Plan fiduciary net position – ending	\$3,749,385
Net pension liability – ending	\$1,618,347
Plan fiduciary net position as a percentage of the total pension liability	69.9%
Covered employee payroll	\$730,618
Net pension liability as a percentage of covered employee payroll	221.5%

Source: Fairfax County Comprehensive Annual Financial Report for FY 2018

Administration

There are ten members of the ERS Board of Trustees. Four members are appointed by the Board of Supervisors. Three members are elected representing the following groups: County employees,

Schools employees, and retired employees. The Fairfax County Director of Human Resources and the Director of Finance serve as ex-officio members of the board, along with an appointee from the Fairfax County Public Schools system.

Professional Services

An independent auditor and actuary are hired to provide service to the fund.

Fairfax County Police Officers Retirement Systems (PORS)

Plan Description

The Fairfax County Police Officers Retirement System (PORS) is a legally separate single-employer defined benefit pension plan established under the Code of Virginia. The plan covers County police officers who are not covered by other plans of the reporting entity or the VRS and former Park Police officers who elected to transfer to the PORS from the Uniformed Retirement System effective January 22, 1983.

Benefit provisions are established and may be amended by County ordinances. All benefits vest at five years of creditable service. To be eligible for normal retirement, an individual must meet the following criteria: (a) if employed before July 1, 1981, attain the age of 55 or have completed 20 years of creditable service, or (b) if employed on or after July 1, 1981, attain the age of 55 or have completed 25 years of creditable service. The normal retirement benefit is calculated using average final compensation and years (or partial years) of creditable service at date of termination. The plan provides that unused sick leave credit may be used in the calculation of average final compensation by projecting the final salary during the unused sick leave period. To be eligible for early retirement, the employee must have 20 years of creditable service (does not apply if hired before July 1, 1981). The benefit for early retirement is actuarially reduced and payable at early termination.

Funding Policy

All contribution requirements for PORS are established and may be amended by County ordinances, including member contribution rates. Member contributions were based on 8.65 percent of compensation at June 30, 2017.

The County is required to contribute at an actuarially determined rate; the rate for the year ended June 30, 2018, was 27.64 percent of annual covered payroll. The decision was made to commit additional funding and a rate of 38.98 percent was adopted for fiscal year 2018. Since the PORS's adjusted funded ratio (the ratio of the sum of the actuarial value of assets and commitments already made to fund changes to the actuarial accrued liability) fell below 90 percent, the contribution rate includes a margin to amortize this shortfall back to the 90 percent level. For fiscal year 2018, the amortization target was set to a 98 percent level. Per the County's pension funding policy as approved by the Board of Supervisors as part of the FY 2018 Adopted Budget Plan and incorporated in the Fairfax County Code, the County will continue increasing the amortization target so that, at or before fiscal year 2020, 100 percent of the unfunded actuarial accrued liability is amortized and included in the contribution rate. The employer contribution made for the measurement period of the liability was \$43,381,151. The 2018 employer contribution totaled \$44,504,675.

Schedule of Changes in Net Pension Liability and Related Ratios (Dollar amounts in thousands)

CAFR Reporting Year Measurement Date June 30 of prior year		2018
Total Pension Liability		
Service cost		\$29,052
Interest		112,638
Differences between expected and actual experience		11,638
Changes in assumptions		-
Benefit payments, including refunds of member contributions		(73,175)
Net change in total pension liability		80,153
Total pension liability – beginning		1,560,516
Total pension liability – ending		\$1,640,669
Plan Fiduciary Net Position		
Contributions – employer		\$43,381
Contributions – member		9,632
Net investment income		116,099
Benefit payments, including refunds of member contributions		(73,176)
Administrative expense		(481)
Net change in plan fiduciary net position		95,455
Plan fiduciary net position – beginning		1,270,389
Plan fiduciary net position – ending		\$1,365,844
Net pension liability – ending		\$274,825
Plan fiduciary net position as a percentage of the total pension liability		83.2%
Covered employee payroll		\$111,291
Net pension liability as a percentage of covered employee payroll		246.9%

Source: Fairfax County Comprehensive Annual Financial Report for FY 2018

Administration

There are seven members of the PORS Board of Trustees. Three members are appointed by the Board of Supervisors. Two members are active employee elected representatives, and one member is a retiree elected representative. The Fairfax County Director of Finance serves as an ex-officio member of the board.

Professional Services

Independent auditor, actuary and investment consultants are hired to provide service to the fund.

Fairfax County Uniformed Retirement System (URS)*Plan Description*

The Fairfax County Uniformed Retirement System (URS) is a legally separate single-employer defined benefit pension plan. The plan covers uniformed employees including non-clerical employees of the Fire and Rescue Department and Office of Sheriff, Park Police, Helicopter Pilots, Animal Wardens and Game Wardens who are not covered by other plans of the reporting entity or the VRS.

Benefit provisions are established and may be amended by County ordinances. All benefits vest at five years of creditable service. To be eligible for normal retirement an individual must meet the following criteria: (a) attain the age of 55 with six years of creditable service, or (b) complete 25 years of creditable service. The normal retirement benefit is calculated using average final compensation and

years (or partial years) of creditable service at date of termination. Annual cost of-living adjustments are provided to retirees and beneficiaries equal to the lesser of 4.0 percent and the percentage increase in the Consumer Price Index for the Washington Consolidated Metropolitan Statistical Area. The plan provides that unused sick leave credit may be used in the calculation of average final compensation by projecting the final salary during the unused sick leave period. Those who commenced employment on or after January 1, 2013, may not use more than 2,080 hours of accrued sick leave toward service credit for retirement or DROP entry. To be eligible for early retirement, employees must have 20 years of creditable service. The benefit for early retirement is actuarially reduced and payable at early termination.

Funding Policy

All contribution requirements for URS are established and may be amended by County ordinances, including member contribution rates. Employees hired before July 1, 1981, were enrolled in Plan A. Plan A members were given the opportunity to enroll in Plan B as of July 1, 1981, and to enroll in Plan C as of April 1, 1997. From July 1, 1981, through March 31, 1997, all new hires were enrolled in Plan B. Plan B members were given the opportunity to enroll in Plan D as of April 1, 1997. From April 1, 1997, through December 31, 2012, all new hires were enrolled in Plan D. From January 1, 2013, forward all new hires are enrolled in Plan E. Plan A requires member contributions of 4.0 percent of compensation up to the Social Security wage base and 5.75 percent of compensation in excess of the wage base. Plan B requires member contributions of 7.08 percent of compensation up to the Social Security wage base and 8.83 percent of compensation in excess of the wage base. Plan C requires member contributions of 4.0 percent of compensation. Plan D and Plan E require contributions of 7.08 percent of compensation.

The County is required to contribute at an actuarially determined rate; the rate for the year ended June 30, 2018, was 30.35 percent of annual covered payroll. The decision was made to commit additional funding and a rate of 38.83 percent was adopted for fiscal year 2018. Since the URS's adjusted funded ratio (the ratio of the sum of the actuarial value of assets and commitments already made to fund changes to the actuarial accrued liability) fell below 90 percent, the contribution rate includes a margin to amortize this shortfall back to the 90 percent level. For fiscal year 2018, the amortization target was increased to a 98 percent level. Per the County's pension funding policy as approved by the Board of Supervisors as part of the FY 2018 Adopted Budget Plan and incorporated in the Fairfax County Code, the County will continue increasing the amortization target so that, at or before fiscal year 2020, 100 percent of the unfunded actuarial accrued liability is amortized and included in the contribution rate. The employer contribution made for the measurement period of the liability was \$67,410,252. The 2018 employer contribution totaled \$67,895,377.

Schedule of Changes in Net Pension Liability and Related Ratios (Dollar amounts in thousands)

CAFR Reporting Year Measurement Date June 30 of prior year		2018
Total Pension Liability		
Service cost		\$39,668
Interest		140,286
Changes in benefit terms		839
Differences between expected and actual experience		6,048
Changes in assumptions		-
Benefit payments, including refunds of member contributions		(93,609)
Net change in total pension liability		93,232
Total pension liability – beginning		1,940,457
Total pension liability – ending		\$2,033,689
Plan Fiduciary Net Position		
Contributions – employer		\$67,410
Contributions – member		12,223
Net investment income		161,014
Benefit payments, including refunds of member contributions		(93,609)
Administrative expense		(477)
Net change in plan fiduciary net position		146,561
Plan fiduciary net position – beginning		1,498,702
Plan fiduciary net position – ending		\$1,645,263
Net pension liability – ending		\$388,426
Plan fiduciary net position as a percentage of the total pension liability		80.9%
Covered employee payroll		\$173,604
Net pension liability as a percentage of covered employee payroll		223.7%

Source: Fairfax County Comprehensive Annual Financial Report for FY 2018

Administration

There are eight members of the URS Board of Trustees. Three members are appointed by the Board of Supervisors. Three members are employee elected representatives comprised of two members from the Fire and Rescue Department, and one member from the Sheriff's Department. The Fairfax County Director of Finance and Director of Human Resources serve as ex-officio members of the board.

Professional Services

An independent auditor and actuary are hired to provide service to the fund.

Educational Employees' Supplementary Retirement System of Fairfax County (ERFC)*Plan Description*

Benefit provisions for ERFC and ERFC 2001 are established and may be amended by ERFC's Board of Trustees (ERFC Board) subject to approval by the School Board. All members are vested for benefits after five years of service. The ERFC benefit formula was revised effective July 1, 1988, following changes to VRS, which ERFC has historically supplemented. The benefit structure is designed to supplement VRS and Social Security benefits to provide a level retirement benefit throughout retirement.

ERFC 2001 has a stand-alone structure. Member contributions for ERFC and ERFC 2001 are made through an arrangement that results in a deferral of taxes on the contributions. Further details of member contributions may be found in Article III of the ERFC and ERFC 2001 Plan Documents.

ERFC and ERFC 2001 provide for a variety of benefit payment types. ERFC's payment types include Service Retirement, Reduced Service, Disability, Death-in-Service, and Deferred Retirement. ERFC 2001's payment types include Service Retirement, Death-in-Service, and Deferred Retirement. ERFC's minimum eligibility requirements for receipt of full benefits range from members attaining the age of 55 with 25 years of service to completing five years of service prior to age 65. The minimum eligibility requirements for full benefits for ERFC 2001 members are age 60 with five years of service or any age with 30 years of service. Annual post-retirement cost-of-living increases of 3 percent are effective each March 31. Participants in their first full year of retirement receive a 1.49 percent increase. Participants who retire on or after January 1 receive no cost-of-living increase that first March. Additional details regarding benefit payment types can be found in the actuarial valuation and the Plan Documents.

Funding Policy

All contribution requirements for ERFC plans are established and may be amended by the ERFC Board with the approval of the School Board. The requirements are based upon a fundamental financial objective of having rates of contribution that remain relatively level from generation to generation of employees. To determine the appropriate employer contribution rates and to assess the extent to which the fundamental financial objective is being achieved, ERFC has actuarial valuations prepared annually. The contribution requirements of members and the employer are established and may be amended by the ERFC Board, subject to School Board approval. Members are required to contribute 3 percent of annual salary. The employer is required to contribute at an actuarially determined rate which was 6.24 percent for FY 2018. Employer contributions to the pension plan were \$91,702,271 and \$80,145,997 for the years ended June 30, 2018, and June 30, 2017, respectively.

Schedule of Changes in Net Pension Liability and Related Ratios (Dollar amounts in thousands)

CAFR Reporting Year Measurement Date June 30 of prior year	2018
Total Pension Liability	
Service cost	\$78,926
Interest	209,516
Changes of Benefit Terms	(1,039)
Differences between expected and actual experience	19,857
Changes of assumptions	23,334
Benefit payments, including refunds of member contributions	(173,386)
Net change in total pension liability	<u>157,208</u>
Total pension liability – beginning	<u>2,937,101</u>
Total pension liability – ending	<u>\$3,094,309</u>
Plan Fiduciary Net Position	
Contributions – employer	\$80,094
Contributions – member	43,063
Net investment income	250,982
Benefit payments, including refunds of member contributions	(173,386)
Administrative expense	(4,060)
Net change in plan fiduciary net position	<u>196,693</u>
Plan fiduciary net position – beginning	<u>2,107,588</u>
Plan fiduciary net position – ending	<u>\$2,304,281</u>
Net pension liability – ending	<u>\$790,028</u>
Plan fiduciary net position as a percentage of the total pension liability	<u>74.47%</u>
Covered employee payroll	\$1,430,260
Net pension liability as a percentage of covered employee payroll	<u>55.24%</u>

Source: Fairfax County Comprehensive Annual Financial Report for FY 2018

Administration

The Board is composed of seven members: three are appointed by the School Board, and three are elected by active ERFC members. The six combined Board members recommend someone who is not affiliated with FCPS for the seventh position, which is subject to approval by the School Board.

Professional Services

An independent auditor and actuary are hired to provide service to the fund.

Virginia Retirement Systems (VRS)*Plan Description*

FCPS contributes to VRS on behalf of its covered professional employees. VRS is a cost-sharing, multiple-employer retirement system, which administers two defined benefit plans and a hybrid plan that combines the features of a defined benefit plan and a defined contribution plan. These plans are administered by the State and provide coverage for State employees, public school board employees, employees of participating political subdivisions, and other qualifying employees. All full-time, salaried, permanent employees of VRS-participating employers are automatically covered under VRS. All employees hired after January 1, 2014, are automatically enrolled in the Hybrid Plan. Contributions made by members and participating VRS employers are invested to provide future retirement and disability benefits, annual cost of living adjustments, and death benefits to plan members and beneficiaries.

Funding Policy

The contribution requirement for active employees is governed by Section 51.1-145 of the Code of Virginia 1950, as amended, but may be affected by funding provided to school divisions by the Virginia General Assembly. Employees are required to contribute 5.0 percent of their compensation toward their retirement. Prior to July 1, 2012, all or part of the 5.0 percent member contribution may have been assumed by the employer. Beginning July 1, 2012, new employees were required to pay the 5.0 percent member contribution. In addition, for existing employees, employers were required to begin making the employee pay the 5.0 percent member contribution. This could be phased in over a period of up to 5 years and the employer is required to provide a salary increase equal to the amount of the increase in the employee-paid member contribution. Each school division's contractually required contribution rate for the year ended June 30, 2018, was 16.32 percent of covered employee compensation. This rate was based on an actuarially determined rate from an actuarial valuation as of June 30, 2015. The actuarial rate for the Teacher Retirement Plan was 16.32 percent. The actuarially determined rate, when combined with employee contributions, was expected to finance the costs of benefits earned by employee during the year, with an additional amount to finance any unfunded accrued liability. Based on the provisions of Section 51.1-145 of the Code, as amended, the contributions were funded at 89.84 percent of the actuarial rate for the year ended June 30, 2017. Employer contributions to the pension plan were \$240,020,797 and \$209,938,736 for the years ended June 30, 2018, and June 30, 2017, respectively.

Fairfax County Retirement Systems – Plan Revisions from the Board of Supervisors

As directed by the Board of Supervisors, the Fairfax County Department of Human Resources contracted with a benefits consultant to conduct a comprehensive retirement study. Based on the results of this study, the Board of Supervisors, as part of their mark-up of the FY 2013 Adopted Budget Plan on April 24, 2012, reaffirmed the County's commitment to a defined benefit plan model for current employees and for new hires. The Board also directed staff to prepare revisions to the Fairfax County Code to incorporate several modifications to the retirement systems, to apply only to new employees who are hired after January 1, 2013. These changes included increasing the minimum retirement age from 50 to 55 in the Employees' system, increasing the rule of 80 to the rule of 85 in the Employees' system, removing the pre-Social Security Supplement from DROP accounts in the Employees' system and the Uniformed system, and placing a cap on the use of sick leave for retirement purposes at 2,080 hours for all three retirement systems.

During 2017 and 2018, the Board of Supervisors again directed County staff to review its retirement plans. A retirement workgroup was established consisting of Board members and employee group representatives that included presentations and group discussions on retirement demographics, trends, potential benefit changes. Following a public hearing on December 4, 2018, the Board of Supervisors approved changes for new employees hired on or after July 1, 2019. These changes included the elimination of the Pre-Social Security supplement for the Employees' and Uniformed systems, and the elimination of a prior provision that increased the annual annuity calculation by 3 percent for the Employees, Uniformed, and Police Retirement plans.

Fairfax County - Other Post-Employment Benefits (OPEB)

Plan Description and Administration

The Fairfax County OPEB Plan (the Plan) is a single-employer defined benefit plan administered by Fairfax County. The Plan provides the opportunity to continue participation in medical/dental, vision, and life insurance benefits for eligible retirees and their spouses. The plan benefits correspond with benefits available to active employees. The benefit provisions are established and may be amended by

the Board. Fiduciary oversight is provided by the members of the Local Finance Board for OPEB and deferred compensation. The members of this finance board are the CFO/Director of Management and Budget, Director of Finance, Director of Human Resources, and the Executive Director of the Retirement Agency. The Plan does not issue a stand-alone financial report.

Beginning in fiscal year 2006 the amount of monthly medical subsidy provided by the County is based on years of service and ranges from \$30 per month to \$220 per month. Employees who retired prior to July 1, 2003, are eligible for the greater of the amount based on the current subsidy structure and an amount calculated based on the subsidy structure in place prior to July 2003. In addition, the Board has established a program to subsidize the continuation of term life insurance at reduced coverage amounts, for retirees. Retirees generally pay for 50 percent of their coverage amounts at age-banded premium rates, with the County incurring the balance of the cost. In order to receive these subsidies, retirees must be 55 or older and have a minimum of five years of service credit. If participation in any of the benefit areas is discontinued, eligibility is lost and a retiree may not re-enroll into the Plan benefit. Consequently, all inactive employees are considered to be receiving benefits.

Participant data for the current fiscal year and prior year is as follows:

Membership	FY 2017	FY 2018
Medical Members		
Number of Active Members	13,410	13,520
Average Age	45	45
Average Service	12	12
<u>Number of Inactive Members</u>		
Retirees and Spouses	5,118	4,819
Average Age	67	68
Life Insurance Members		
Number of Active Members	13,410	13,520
Average Age	45	45
Average Service	12	12
<u>Number of Inactive Members</u>		
Retirees and Spouses	5,315	5,502
Average Age	67	68

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

Statement of Changes in Net Position for the Fiscal Year ended June 30, 2018 – OPEB Trust Fund

ADDITIONS:	<u>2018</u>
Contributions:	
Employer	\$23,909,023
Other	<u>458,128</u>
Total Contributions	<u>24,367,151</u>
Investment Income from Investment Activities:	
Net (appreciation) in fair value of investments	26,274,549
Interest	<u>86,016</u>
Total Income from Investment Activities	<u>26,360,565</u>
Less Investment Activities Expenses:	
Management Fees	200,787
Other	<u>75</u>
Total Investment Activities Expenses	<u>201,162</u>
Net Income from Investment Activities	<u>26,159,403</u>
Net investment income	<u>26,159,403</u>
Total Additions	<u>50,526,554</u>
DEDUCTIONS:	
Benefits	21,670,001
Administrative Expenses	<u>122,532</u>
Total Deductions	<u>21,792,533</u>
Net Increase	28,734,021
Net Position - July 1, 2017	<u>279,564,002</u>
Net Position - June 30, 2018	<u>\$308,298,023</u>

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

Net OPEB Liability for the Plan

The Plan's net OPEB liability was measured as of June 30, 2018, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date. The components of the net OPEB liability for the Plan are as follows:

Total OPEB Liability	\$400,568,000
Plan Fiduciary Net Position (Market Value of Assets)	<u>(308,298,023)</u>
Net OPEB Liability	<u>\$92,269,977</u>
Plan Fiduciary Net Position as % of Total OPEB Liability	76.97%

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

Fairfax County Public Schools - Other Post-Employment Benefits (OPEB)

Plan Description and Administration

The Fairfax County Public Schools OPEB Trust Fund is a single-employer defined benefit plan administered by the Fairfax County Public Schools (Public Schools). Public Schools' plan provides health benefits to eligible retirees and their spouses. The plan benefits correspond with benefits available to active employees. Benefit provisions are established and may be amended by the School Board. Fiduciary oversight is provided by the members of the Local Finance Board for OPEB. The Plan does not issue a stand-alone financial report.

A retiree and/or spouse who is at least 55 of years of age and participates in a Public Schools administered health insurance plan will receive an explicit subsidy ranging from \$15 to \$175 per month, based on years of service and the retirement plan in which the retiree is covered. In addition, Public Schools provides an implicit subsidy by allowing retirees to participate in the health insurance plans at the group premium rates calculated on the entire universe of active and retired employees. This subsidy occurs because, on an actuarial basis, the current and future claims of the retiree participants are expected to result in higher per person costs to the insurance plans than will be the experience for active employees.

Participant data for the current fiscal year and prior year is as follows:

Membership	FY 2017	FY 2018
Medical Members		
Number of Active Members	19,834	20,309
Average Age	46	46
Average Service	11	11
<u>Number of Inactive Members</u>		
Retirees and Spouses	9,485	10,037
Average Age	71	72
Life Insurance Members		
Number of Active Members	4,727	4,705
Average Age	52	52
Average Service	11	12
<u>Number of Inactive Members</u>		
Retirees and Spouses	2,312	2,546
Average Age	71	71

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

Statement of Changes in Net Position for the Fiscal Year ended June 30, 2018 – OPEB Trust Fund

ADDITIONS:	<u>2018</u>
Contributions:	
Employer	<u>\$59,806,266</u>
Total Contributions	<u>59,806,266</u>
Investment Income from Investment Activities:	
Net increase in fair value of investments	<u>11,564,600</u>
Total Income from Investment Activities	<u>11,564,600</u>
Total Additions	<u>71,370,866</u>
DEDUCTIONS:	
Benefits payments / refunds	54,806,266
Administrative Expenses	<u>86,550</u>
Total Deductions	<u>54,892,816</u>
Net Increase	<u>16,478,050</u>
Net Position - July 1, 2017	<u>118,697,379</u>
Net Position - June 30, 2018	<u>\$135,175,429</u>

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

Net OPEB Liability for the Plan

The Public Schools' net OPEB liability was measured as of June 30, 2018, and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of that date. The components of the net OPEB liability for the Plan are as follows:

Total OPEB Liability	\$254,269,197
Plan Fiduciary Net Position (Market Value of Assets)	<u>(135,175,429)</u>
Net OPEB Liability	<u>\$119,093,768</u>
Plan Fiduciary Net Position as % of Total OPEB Liability	53.16%

Source: Fairfax County Comprehensive Annual Financial Report FY 2018

For further information regarding the County's retirement systems, see "Basic Financial Statements – Notes to Financial Statements – Notes G and H" in Appendix IV.

CONTINGENT LIABILITIES AND CLAIMS

The County is contingently liable with respect to lawsuits and other claims that arise in the ordinary course of its operations. See Note L in the County's Financial Statements in Appendix IV to this Official Statement for details as of the end of fiscal year 2018.

**FINANCIAL STATEMENTS OF FAIRFAX COUNTY FOR YEAR ENDED
JUNE 30, 2018, AND INDEPENDENT AUDITOR'S REPORT**

**SUMMARY OF CERTAIN PROVISIONS OF THE TRUST AGREEMENT, THE SECOND
SUPPLEMENTAL TRUST AGREEMENT AND THE INSTALLMENT PURCHASE
CONTRACT**

The following is a summary of certain provisions of the Trust Agreement, the Second Supplemental Trust Agreement and the Installment Purchase Contract not otherwise summarized in the forepart of this Official Statement. Reference is made to the respective sections in the applicable documents that contain a complete recitation of such provisions.

DEFINITIONS

The following are definitions of certain terms used in the Trust Agreement, the Second Supplemental Trust Agreement and the Installment Purchase Contract and not otherwise defined in this Official Statement:

“Accountant” means the firm of independent public accountants or other financial consultants or other financial consultants experienced in the evaluation of Rebate Liability and so designated by the EDA Representative.

“Additional Bonds” means any Bonds authorized and issued pursuant to the provisions of the Trust Agreement to pay the Cost of Improvement of any Project.

“Additional Payments” means the amounts payable by the County to or for the account of EDA for all amounts (other than Basic Payments) payable by the County to EDA under the Contract.

“Allocated Bonds” means those Bonds allocated by the County, in a certificate of a County Representative delivered to the Trustee, to each of the Projects, as the case may be, in an event referred to as “Extraordinary Optional Redemption” in the Second Supplemental Trust Agreement.

“Basic Payments” means the amounts payable by the County in installments to or for the account of EDA and defined as such by the terms of the Contract, as adjusted as provided therein to pay the Purchase Price of the Projects.

“Bond Registrar” means the Bond Registrar at the time serving as such under the Trust Agreement and performing the duties set forth in the Trust Agreement and in the applicable Supplemental Trust Agreement, whether the original or a successor Bond Registrar.

“Bond Year” means the period commencing on the second day of July of any calendar year and ending on the first day of July of the following calendar year or such other annual period commencing and ending on the dates specified in a Supplemental Trust Agreement, the Series 2019 Bonds.

“Bonds” means [the Series 2010 Bonds,] the Series 2019 Bonds and all Additional Bonds and all Refunding Bonds issued under the Trust Agreement.

“Business Day” means any day on which the New York Stock Exchange is open, other than a Saturday or Sunday and other than a day on which commercial banks (including the Trustee, the Bond Registrar, any Credit Bank, any Insurer and any Paying Agent) are authorized to close in the Commonwealth of Virginia or in New York, New York.

“Chairman” means the Chairman or Vice Chairman of the Commission or any person succeeding to the principal functions thereof or temporarily designated by the Board to serve *pro tempore* as the Chairman.

“Commission” means the governing body of EDA or any successor entity assuming the functions thereof.

“Commonwealth” means the Commonwealth of Virginia.

“Cost” as applied to the Projects, means, without intending thereby to limit or restrict any proper definition of such word under the Enabling Act, all items of cost set forth in the Trust Agreement.

“County Representative” means each of the persons at the time designated to act on behalf of the County in a written certificate furnished to the Trustee, any Paying Agent and the Bond Registrar, which certificate shall contain the specimen signature(s) of such person(s) and shall be signed on behalf of the County by the County Executive.

“Credit Bank” means as to any particular series of Bonds, the person (other than an Insurer) providing a letter of credit, a line of credit, a guaranty or another credit- or liquidity-enhancement facility, as designated in the Supplemental Trust Agreement providing for the issuance of such Bonds. To the extent provided by law, the County or EDA may be a Credit Bank.

“Credit Facility” means as to any particular series of Bonds, a letter of credit, a line of credit, a guaranty or another credit- or liquidity-enhancement facility (other than an insurance policy issued by an Insurer), as approved in the Supplemental Trust Agreement providing for the issuance of such Bonds. To the extent provided by law the County or EDA may provide a self credit or liquidity enhancement facility.

“Debt Service Subfund” means the Debt Service Subfund created and so designated by the Trust Agreement.

“[D]efault” means any condition or event which constitutes or would, after notice or lapse of time, or both, constitute an Event of Default.

“Defaulted Interest” means any interest on any Bond that is payable, but is not punctually paid or duly provided for, on any Interest Payment Date.

“Defeasance Obligations” means, except as otherwise provided in a Supplemental Trust Agreement for the related Series of Bonds, Government Obligations and the obligations described in clause (C) of the definition of “Investment Obligations”.

“Deposit Day” means, for the Series 2019 Bonds, at least five Business Days before each April 1 and October 1.

“Due Date” means the last date on which payment is due without penalty, premium or interest.

“EDA” or “Authority” means the Fairfax County Economic Development Authority.

“EDA Liabilities” means all expenses and obligations of EDA under the Trust Agreement (other than the Bonds and the principal, interest and any redemption premiums thereon and amounts paid or provided for from the proceeds of the Bonds) including, without limitation: (i) fees and expenses of the

Trustee, Paying Agents and Bond Registrar as Trust Agreement Expenses and (ii) any amount payable by EDA to the United States of America as Rebate Liability.

“EDA Representative” means each of the persons at the time designated to act on behalf of EDA in a written certificate furnished to the Trustee, any Paying Agent and the Bond Registrar, which certificate shall contain the specimen of notice(s) of such person and shall be executed on behalf of EDA by the Chairman.

“Effective Date” means the date of delivery of the Series 2010 Bonds (March 10, 2010).

“Enabling Act” means Chapter 643 of the 1964 Acts of the General Assembly of the Commonwealth of Virginia, as amended, and other applicable law.

“Event of Default” means with respect to the Trust Agreement, “THE TRUST AGREEMENT – Defaults and Remedies”, and with respect, to the Contract shall mean any of those events described herein under “THE INSTALLMENT PURCHASE CONTRACT – Events of Default”.

“Event of Non-Appropriation” means the event described herein under “THE INSTALLMENT PURCHASE CONTRACT – Non Appropriation.”

“First Supplemental Trust Agreement” means the First Supplemental Trust Agreement, dated as of March 1, 2010, between EDA and the Trustee, authorizing and securing the Series 2010 Bonds, as the same may be supplemented and amended as permitted thereby.

“Government Obligations” means direct obligations of, or obligations the timely payment of the principal of and the interest on which are fully and unconditionally guaranteed by, the United States of America, or evidences of indirect ownership of such obligations.

“Holder” means a person in whose name a Bond (or one or more Predecessor Bonds) is registered on the registration books provided for in the Trust Agreement.

“Improvement” means the improvement, rehabilitation, expansion or enlargement of the Projects, or any of them, that may be undertaken by the County for which financing is provided by EDA through its issuance of revenue bonds issued by EDA under the Trust Agreement for such purpose.

“Improvement Subfund” means the Bond Improvement Subfund so created and designated by the Trust Agreement.

“Insurer” means, as to any particular maturity or any particular series of the Bonds, the person undertaking to insure such Bonds, as designated in the Supplemental Trust Agreement providing for the issuance of such Bonds.

“Interest” means interest on the Purchase Price of the Projects. Such interest includes interest at the same rates payable on the same dates as the interest payable by EDA on the Bonds.

“Interest Payment Date” means, for purposes of the Series 2019 Bonds, each April 1 and October 1, commencing October 1, 2019.

“Interest Requirement” means for any Bond Year, as applied to Bonds of a series, the total of the sums that would be deemed to accrue on such Bonds during such Bond Year if the interest on the current interest Bonds of such series were deemed to accrue daily during such year in equal amounts;

provided, however, that interest expense shall be excluded from the determination of Interest Requirement to the extent that such interest is to be paid from the proceeds of Bonds or from investment (but not reinvestment) thereof if such proceeds shall have been invested in Defeasance Obligations and to the extent such earnings may be determined precisely. EDA may provide in a Supplemental Trust Agreement that interest expense on Credit Facilities drawn upon to purchase but not to retire Bonds, to the extent such interest exceeds the interest otherwise payable on such Bonds be included in the determination of Interest Requirement. If interest is not payable at a single numerical rate for the entire term of such Bonds, then "Interest Requirement" will have the appropriate meaning assigned thereto by the applicable Supplemental Trust Agreement permitted by the Trust Agreement.

"Investment Obligations" means Government Obligations and, to the extent from time to time permitted by the laws of the Commonwealth, (A) the obligations of (i) Export-Import Bank, (ii) Government National Mortgage Association, (iii) Federal Housing Administration, (iv) Farmers Home Administration, (v) United States Postal Service and (vi) any other agency or instrumentality of the United States of America now or hereafter created, which obligations are backed by the full faith and credit of the United States of America; (B) the obligations of (i) Federal National Mortgage Association, (ii) Federal Intermediate Credit Banks, (iii) Federal Banks for Cooperatives, (iv) Federal Land Banks, and (v) Federal Home Loan Banks; (vi) Federal Financing Bank, (vii) Federal Farm Credit System and (viii) Federal Home Loan Mortgage Corporation; (C) obligations of state or local government bond issuers, provision for the payment of the principal of and interest on which shall have been made by deposit with an escrow agent or trustee of Government Obligations the principal of and interest on which when due will be sufficient to pay the principal of and interest on such state or local government obligations when due, which obligations have been rated by Moody's, S&P and Fitch (or any two of the three if the third such rating agency does not provide a rating) in one of two highest rating categories (without regard to gradations such as "plus" or "minus" or numerical modifiers, of such categories); (D) investments pursuant to the Government Non-Arbitrage Act, Chapter 47, Title 2.2, Code of Virginia, 1950, as amended; (E) certificates of deposit or time deposits of (i) any bank, any branch of any bank, trust company or national banking association (including any Trustee, Bond Registrar, Paying Agent and their affiliates) that has a combined capital, surplus and undivided profits not less than \$50,000,000; provided, however, that such certificates of deposit or time deposits shall be fully secured to the extent not secured by the Federal Deposit Insurance Corporation, by Government Obligations or by obligations described in (A) or (C) above; or (ii) a subsidiary trust company under the Trust Subsidiary Act, Title 6.1, Article 3.1, Code of Virginia, 1950, as amended, whose parent state bank or bank holding company has undertaken to be responsible for the acts of such subsidiary trust company pursuant to the provisions of Section 6.1-32.7(a) of the Trust Subsidiary Act, or any successor provision of law, and whose combined capital, surplus and undivided profits, together with that of its parent state bank or bank holding company, as the case may be, is not less than \$50,000,000 ("a subsidiary trust company"); provided, however, that such certificates of deposit or time deposits shall be fully secured, to the extent not secured by the Federal Deposit Insurance Corporation, by Government Obligations or by obligations described in (A) or (C) above; (F) any repurchase agreement that is with (i) a bank or trust company (including any Trustee, Bond Registrar, Paying Agent and their affiliates) that has a combined capital, surplus and undivided profits not less than \$50,000,000, or (ii) a subsidiary trust company described in item (E)(ii) above, or (iii) a government bond dealer reporting to, trading with, and recognized as a primary dealer by the Federal Reserve Bank of New York for Government Obligations or obligations described in (A) and (B) above and having on the date of the repurchase agreement a fair market value equal to at least 102% of the amount of the repurchase obligation of the bank or trust company; provided, however, that such obligations purchased must be transferred to the Trustee or a third party agent by physical delivery or by an entry made on the records of the issuer of such obligations; (G) subject to the ratings requirements set forth below, shares in any money market mutual fund (including those of the Trustee or any of its affiliates) registered under the Investment Company Act of 1940, as amended, that have been rated "AAAm-G" or "AAAm" by S & P or Aaa by Moody's so long as the portfolio of such money market

mutual fund is limited to Government Obligations and agreements to repurchase Government Obligations, obligations in (A) and (B) above, and agreements to repurchase obligations in (A) or (B) above and (H) any and all investments authorized by the Investment of Public Funds Act (Chapter 45, Title 2.2, Code of Virginia, 1950, as amended). Any investment in a repurchase agreement shall be considered to mature on the date the bank or trust company providing the repurchase agreement is obligated to repurchase the Investment Obligations. Any investment in obligations described in (A), (B) and (C) above may be made in the form of an entry made on the records of the issuer of the particular obligation.

“Late Charge Rate” means the true interest cost rate on the Bonds plus one percent (1%).

“Trust Agreement” means the Trust Agreement, authorizing the issuance of Bonds, including Additional Bonds and Refunding Bonds, as supplemented and amended as permitted hereby.

“Net Proceeds”, when used with respect to any insurance or condemnation award, means the gross proceeds from the insurance or condemnation award with respect to which that term is used remaining after the payment of all out-of-pocket expenses of the parties to the Contract incurred in the collection of such gross proceeds.

“[O]utstanding” means all Bonds that have been authenticated and delivered by the Bond Registrar under the Trust Agreement, except:

- (i) Bonds paid or redeemed or delivered to or acquired by the Bond Registrar for cancellation;
- (ii) Bonds for which the Bond Registrar or any Trustee or Paying Agent shall hold sufficient moneys or Defeasance Obligations the principal of and the interest on which, when due and payable, will provide sufficient moneys to pay the principal of, and the interest and redemption premium, if any, on such Bonds to their maturity date or dates or dates fixed for redemption pursuant to the Sinking Fund Requirement or to the date or dates fixed for their optional redemption; and
- (iii) Bonds in exchange for or in lieu of which other Bonds have been authenticated and delivered under the Trust Agreement;

provided, however, that in determining whether the Holders of the requisite principal amount of outstanding Bonds have given any request, demand, authorization, direction, notice, consent or waiver under the Trust Agreement, Bonds owned by EDA or any other obligor upon the Bonds shall be disregarded and deemed not to be outstanding, except that the term “obligor upon the Bonds” shall not include any Insurer or any credit bank and except that, in determining whether the Bond Registrar shall be protected in relying upon any such request, demand, authorization, direction, notice, consent or waiver, only Bonds that the Bond Registrar knows to be so owned shall be so disregarded. Bonds so owned that have been pledged in good faith may be regarded as outstanding if the pledgee establishes to the satisfaction of the Bond Registrar the pledgee’s right so to act with respect to such Bonds and that the pledgee is not EDA or any other obligor upon the Bonds except a credit bank or an Insurer.

“Parcels” means the parcels of lands that are the site of the Projects.

“Paying Agent” means, for any series of Bonds, the paying agent designated as such and performing the duties set forth in the Supplemental Trust Agreement providing for the issuance of such Bonds.

“Payments” means the amounts, designated as Basic Payments and Additional Payments, payable by the County to or for the account of EDA pursuant to the Contract.

“Payment of the Allocated Bonds” means payment of the principal of and interest on all the Allocated Bonds in accordance with their terms, whether through payment at maturity or purchase and cancellation or redemption or provision for such payment in such a manner that the Bonds will be deemed to have been paid under the applicable provisions of the Trust Agreement.

“Payment of the Bonds” means payment of the principal of and interest on all the Bonds in accordance with their terms, whether through payment at maturity or purchase and cancellation or redemption or provision for such payment in such a manner that the Bonds will be deemed to have been paid under the applicable provisions of the Trust Agreement.

“Payments” means the amounts designated as Basic Payments and Additional Payments, payable by the County to or for the account of EDA pursuant to this Contract.

“Permitted Encumbrances” has the meaning set forth in Exhibit G of the Contract.

“Pledged Revenues” means (a) all payments of Basic Payments, (b) certain payments of Additional Payments, (c) any proceeds of use and occupancy or business interruption insurance paid to or for the account of EDA and (d) the income from the investment under the provisions of the Trust Agreement of the moneys held for the credit of the various subfunds and accounts created under the Trust Agreement. Pledged Revenues will not include the proceeds of any insurance, other than as mentioned above, or any capital gifts, grants, donations or contributions or borrowed funds. Payments by an Insurer or Credit Bank with respect to debt service on the Bonds shall not constitute Pledged Revenues. Any lump sum payment or prepayment received by the Trustee and not accompanied by instructions from the EDA Representative to the contrary shall be reserved by the Trustee in the Six Public Facilities Project Fund, disbursed to the Debt Service Subfund, and recognized as Pledged Revenues, semi-annually over the appropriate accrual period; provided, however, that if the EDA Representative directs, such lump sum payment or prepayment is to be applied to the redemption or defeasance of the Bonds in accordance with such direction.

“Predecessor Bonds” of any particular Bond means every previous Bond evidencing all or a portion of the same debt as that evidenced by such particular Bond. For purposes of this definition, any Bond authenticated and delivered under the Trust Agreement in lieu of a mutilated, destroyed, stolen or lost Bond shall be deemed to evidence the same debt as the mutilated, destroyed, stolen or lost Bond.

“Principal and Interest Requirements” for any Bond Year means the sum of the Principal Requirement and the Interest Requirement for such Year.

“Principal Payment Date,” for purposes of the Series 2019 Bonds, means an April 1st upon which the principal of any Series 2019 Bonds is stated to mature or upon which the principal of any Term Bond is subject to sinking fund redemption.

“Principal Requirement” means for any series of Bonds and for any Bond Year the sum of the principal scheduled to become due in such Bond Year whether at stated maturity or by mandatory sinking fund redemption.

“Project(s)” means each of or collectively [the Mott Community Center Project, the Gum Springs Community Center Project, the Bailey’s Community Center Project, the Herndon Harbor House Adult Day Health Care Center Project, the South County Government Center Project and the James Lee

Community Center Project,] each as described in “THE PROJECTS” in the front part of this Official Statement.

“Properties” the Parcels, the Projects and all other improvements at any time situated on the Parcels.

“Purchase Price,” with respect to the Projects means an amount equal to the principal amount of the Series 2019 Bonds.

“Rebate Liability” means the amount or amounts periodically determined by an Accountant selected by the EDA Representative to be set aside in the Improvement Subfund and the amount or amounts to be paid to the United States of America pursuant to Section 148(f) of the Internal Revenue Code of 1986, as amended.

“Redemption Price” means, with respect to Bonds or a portion thereof, the principal amount of such Bonds or portion thereof plus the applicable premium, if any, payable upon redemption thereof in the manner contemplated in accordance with its terms and the Trust Agreement.

“Refunding Bonds” means the Bonds authorized by the Trust Agreement to refund Bonds.

“Second Supplemental Trust Agreement” means the Second Supplemental Trust Agreement, dated as of ____ 1, 2019, between EDA and the Trustee, authorizing and securing the Series 2019 Bonds, as the same may be supplemented and amended as permitted thereby.

“Series” means Bonds identified as a separate series which are authenticated and delivered on original issuance and any Bonds thereafter authenticated and delivered in lieu of or in substitution for such Bonds pursuant to any Supplemental Trust Agreement.

“Serial Bonds” means the Bonds that are stated to mature in consecutive annual installments and that are so designated in a Supplemental Trust Agreement.

“Sinking Fund Requirements” means, with respect to Term Bonds of each maturity, the principal amount fixed or computed for the retirement of such Term Bonds by purchase or redemption, as contemplated in the Trust Agreement.

“Six Public Facilities Project Fund” means the discrete enterprise fund of EDA created by the Trust Agreement.

“Supplemental Trust Agreement” means an amendment or supplement, executed by EDA and the Trustee, to the Trust Agreement, and in conformity with the provisions of the Trust Agreement, providing for the issuance of a series of Bonds and setting forth the provisions and details thereof not inconsistent herewith including any amendments and supplements thereto permitted hereby and any other such agreement permitted by the Trust Agreement.

“Term” means the period of time commencing on the Effective Date and ending upon the Payment of the Bonds.

“Term Bonds” means all or some of the Bonds of a series, other than Serial Bonds, stated to be payable by their terms on one or more dates and so designated in a Supplemental Trust Agreement.

“Trust Agreement” means the Trust Agreement, dated as of March 1, 2010, between EDA and the Trustee, authorizing the Series 2010 Bonds and the Series 2019 Bonds and providing for the issuance of Additional Bonds and Refunding Bonds, as supplemented and amended as permitted thereby.

“Trust Agreement Expenses” means those fees and expenses of the Trustee contemplated by the Trust Agreement and the fees and expenses of any Paying Agent and the Bond Registrar that have been approved in writing by the EDA Representative.

“Trustee” means the trustee at the time acting as such under the Trust Agreement whether the original or a successor trustee. As of this date of this Official Statement, U.S. Bank National Association is acting as Trustee under the Trust Agreement.

THE TRUST AGREEMENT

Granting Clause

EDA (a) assigns all rights, title and interest of EDA in and to the Contract, including, without limitation, its rights to receive Basic Payments and, to the extent required to pay EDA Liabilities, Additional Payments (reserving the rights of EDA to receive certain other Additional Payments and the rights to receive notices, reports and other statements to be given to EDA thereunder), and (b) pledges the Basic Payments and Additional Payments received pursuant to the Contract, all moneys and securities in the Debt Service Subfund and, until applied in payment of any cost of acquisition or improvement of the Projects or otherwise applied as permitted under the Trust Agreement, all moneys and securities in the Acquisition and Improvement Subfund to the Trustee, and unto its successors and assigns, in trust, forever.

Additional Bonds and Refunding Bonds (Section 209)

Series of Additional Bonds and Refunding Bonds of EDA may also be issued from time to time subject to the conditions provided under this heading above for (i) in the case of Additional Bonds, providing for the Cost of any Improvement to any or all of the Projects and (ii) in the case of Refunding Bonds for refunding all or any part of any Bonds then outstanding, including the payment of any redemption premium and interest that will accrue on such indebtedness to the redemption date or stated maturity date or dates and any expenses in connection with such refunding. Before any such Series of Additional Bonds or Refunding Bonds are issued, EDA is to enter into a Supplemental Trust Agreement authorizing the issuance of such Additional Bonds or Refunding Bonds, fixing the amount and details thereof and in the case of Refunding Bonds, describing the Bonds to be refunded.

Such Additional Bonds or Refunding Bonds are to be deposited with the Bond Registrar for authentication, but before such Additional Bonds or Refunding Bonds are delivered by the Bond Registrar, the following are to be filed with the Bond Registrar:

(a) an executed counterpart, or a copy, certified by the Secretary of EDA, of the Supplemental Trust Agreement entered into by EDA providing for the issuance of such Additional Bonds or Refunding Bonds, approving the sale of such Bonds, and directing the delivery of such Bonds to or upon payment of the purchase price therein set forth; and

(b) an executed counterpart, or a copy, certified by the Clerk of the Board of Supervisors of the County and by the Secretary, of an amendment to the Contract required to reflect the issuance of the Additional Bonds or Refunding Bonds and adjustments of the Basic Payments;

(c) in the case of (i) Additional Bonds, a certificate of the Engineer to the effect that the proceeds of the Additional Bonds available for the purpose and any additional funds contributed by the County or an affiliate will be sufficient to complete payment of the Cost of Improvement of the Project or (ii) Refunding Bonds, where more than 60 days will elapse between the delivery of the Refunding Bonds and the final payment or final redemption of the Bonds being refunded, an escrow deposit agreement providing for the custody of the proceeds of the Refunding Bonds and any other funds intended to be applied to the payment or redemption of Bonds;

(d) an opinion or opinions of the counsel for EDA to the effect that (i) the issuance of such Bonds has been duly and validly authorized and all conditions precedent to the delivery of such Bonds have been fulfilled, (ii) each of the Supplemental Trust Agreement referred to in clause (a) above and the amendments to the Contract referred to in clause (b) above has been duly authorized, executed and delivered and is valid and binding on EDA in accordance with its terms, (iii) no provision of such Bonds or the Supplemental Trust Agreement authorizing such Bonds results in or constitutes a default under any material agreement, indenture or other instrument to which EDA is a party or by which EDA is or may be bound, and in the case of Refunding Bonds, the Bonds refunded by the Refunding Bonds are no longer outstanding under the terms of this Trust Agreement; and

(e) an opinion or opinions of counsel for the County to the effect that the amendment to the Contract referred to in clause (b) above has been duly authorized, executed and delivered and is valid and binding on the County in accordance with its terms.

When (i) the required items have been filed with the Trustee, and (ii) the Additional Bonds or Refunding Bonds have been executed by EDA and authenticated by the Bond Registrar upon the request of EDA, as required by the Trust Agreement, the Trustee is to deliver such Bonds, at one time to or upon the order of the purchasers thereof, but only upon payment to EDA of the purchase price of such Bonds and any accrued interest thereon.

The proceeds of such Bonds (including accrued interest, if any) and any other funds made available by EDA are to be paid to the Bond Registrar for the account of EDA and applied simultaneously with the delivery of such Bonds or at the time the refunded Bonds is no longer deemed to be outstanding, as appropriate, as follows:

(1) the accrued interest, if any, received as part of the proceeds of such Bonds is to be paid to the Trustee for deposit to the credit of the Debt Service Subfund;

(2) in the case of Additional Bonds, the amount of Bond proceeds described in an Engineer's certificate is to be credited to a special account in the Acquisition and Improvement Subfund;

(3) in the case of Refunding Bonds, an amount that, together with the interest that will accrue on the Defeasance Obligations acquired pursuant to this clause, will be sufficient to pay the principal of and redemption premium, if any, and the interest on the Bonds to be refunded hereunder is to be paid to the Trustee or another suitable financial institution as escrow agent, for deposit to the credit of a special account, appropriately designated, to be held in trust by the Trustee or such other institution for the sole and exclusive purpose of paying such principal, redemption premium and interest; and money held for the credit of such account, as nearly as may be practicable and reasonable, is to be invested and reinvested by such Trustee, as directed by EDA, in Defeasance Obligations that shall mature or be subject to redemption by the holder thereof at the option of such holder, at such time or times as will be necessary or desirable to effectuate the purpose of such refunded indebtedness as stated in the applicable Supplemental Trust Agreement;

(4) to the credit of a separate account with the Trustee, the estimated amount of the cost of issuing such Bonds;

(5) any balance of such proceeds is to be paid to the Trustee for deposit to the credit of the Debt Service Subfund.

If the Trustee determines that the balance of the credit of such subfund or account created pursuant to the Trust Agreement exceeds the amount required to be on deposit therein on account of all Bonds outstanding after the issuance of Refunding Bonds, the excess is to be transferred to the Debt Service Subfund.

Redemption Date and Price (Section 301)

The Bonds issued under the provisions of the Trust Agreement may be made subject to mandatory, extraordinary mandatory, extraordinary optional and optional redemption by EDA, either in whole or in part, and at such times and prices and on such terms and conditions as may be provided in the respective Supplemental Trust Agreements.

In addition, the Term Bonds are required to be redeemed to the extent of the Sinking Fund Requirements, if any, therefor established by the Supplemental Trust Agreement providing for the issuance thereof.

Acquisition and Improvement Subfund (Section 401)

The Trust Agreement establishes a special subfund within the Six Public Facilities Project Fund designated "Six Public Facilities Acquisition and Improvement Subfund" to be held in trust by the Trustee. Payment of the Cost of the Project(s) is to be made from the Acquisition and Improvement Subfund.

Payments from Acquisition and Improvement Subfund (Section 402)

(a) Payment of the Cost of the Projects is to be made from the Acquisition and Improvement Subfund. All payments from the Acquisition and Improvement Subfund will be subject to the provisions and restrictions set forth in the Trust Agreement, and EDA covenants that it will not cause or agree to permit to be paid from the Acquisition and Improvement Subfund any sums except in accordance with such provisions and restrictions.

(b) The Trustee is authorized and directed to apply the money in the Acquisition and Improvement Subfund in accordance with the Trust Agreement but only upon receipt of the requisitions required.

(c) as contemplated by the Contract, (i) the County, acting through a County Representative, may withdraw money to the credit of the Costs of Issuance Account in the Acquisition and Improvement Subfund for the purpose of paying, or reimbursing the County for prior or simultaneous payment of the Cost, or any item thereof, of the costs of issuance of the Bonds payable by the County or EDA, by filing with the Trustee a requisition for such payment or reimbursement in substantially the form attached to the Trust Agreement, (ii) the County, acting through a County Representative, may withdraw money to the credit of the Projects Acquisition and Improvement Account in the Acquisition and Improvement Subfund for the purpose of paying, or reimbursing the County for prior or simultaneous payment of the Cost, or any item thereof, of the Projects, whether such Costs be payable by or to the County or EDA, by filing with the Trustee a requisition for such payment or reimbursement in substantially the form attached to the Trust Agreement.

(d) All requisitions and all other statements, orders, certifications and approvals required by the Trust Agreement as conditions of payment from the Acquisition and Improvement Subfund, may be conclusively relied upon by the Trustee making such payment, and shall be retained by such officer, subject at all reasonable times to examination by the Holders.

Cost (Section 403)

For the purpose of this Trust Agreement, the Cost of the Projects embraces such costs as are eligible costs within the purview of the Act and, without intending thereby to limit or restrict any proper definition of such Cost, includes the following:

- (a) the cost of acquiring by purchase (including exercising purchase options under existing capital lease obligations), and the amount of any deposit in court or award or final judgment in, or any settlement or compromise of, any proceeding to acquire by eminent domain, such lands, property, property rights, rights of way, easements, franchises and other interests as may be deemed necessary or convenient for, options and partial payments thereon, the cost of demolishing or removing or relocating any buildings or structures or land so acquired, including the cost of acquiring any lands to which such buildings or structures may be moved, and the amount of any damages incident to or consequent upon, the Projects and all other costs as certified by the County which have been incurred by the it;
- (b) preparation of surveys, cost estimates, appraisals, plans and specifications for, and fees for architectural, engineering, supervisory and consulting services, the costs of obtaining governmental or regulatory permits, licenses, franchises and approvals for any Improvement of any of the Projects, and any other fees or expenses necessary or incidental to determining the feasibility or practicability of the Improvement, of such Project;
- (c) all costs related to the Projects, including, without limitation, EDA Liabilities, initial or acceptance fees of the Trustee, the Bond Registrar or of any Trustee, Paying Agent, legal, accounting and financial advisory fees and expenses, underwriting or private placement fees, fees of any Insurer or Credit Bank, filing and rating agencies' fees and printing and engraving costs incurred in connection with the authorization, sale and issuance of the Bonds, the validation of the Bonds, the preparation, execution and filing of this Trust Agreement and the Contract and any financing statements and all other documents in connection therewith, and payment of all fees, costs and expenses for the preparation of the Contract, this Trust Agreement and the Bonds, including recording fees and documentary stamp taxes, if any, and any other fees, intangible taxes and expenses necessary or incident to the issuance and sale of the Bonds; and
- (d) repayment of all temporary borrowings made by and advances to EDA or the County in connection with the Projects.

Disposition of Acquisition and Improvement Subfund Balance (Section 404)

- (a) When requisitions have been made for the payment of all obligations that are payable from the Costs of Issuance Account in the Acquisition and Improvement Subfund, any balance in such account not reserved by the County for the payment of any remaining part of the Cost of the Projects payable from such Account shall be transferred to the Debt Service Subfund.
- (b) When requisitions have been made for the payment of all obligations that are payable from the Projects Acquisition and Improvement Account in the Acquisition and Improvement Subfund, any balance in such account not reserved by the County for the payment of any remaining part of the Cost of the Project payable from such account shall be transferred to the Debt Service Subfund.
- (c) Any balance transferred to the Debt Service Subfund from the Acquisition and Improvement Subfund pursuant to subsection (a) or (b) shall be applied to the payment, purchase

or redemption of Bonds in accordance with the provisions of this Trust Agreement. Any such application shall be accompanied by an opinion of counsel nationally recognized as expert in tax matters relating to obligations of states and their political subdivisions to the effect that such proposed application of such balance will not adversely affect any exclusion of interest on any Bonds from gross income for federal income tax purposes.

Establishment of Fund and Subfunds (Section 501)

The Trust Agreement establishes a Six Public Facilities Project Fund as a discrete, enterprise fund of EDA. In addition to the Acquisition and Improvement Subfund, the Trust Agreement establishes within Six Public Facilities Project Fund the Debt Service Subfund and the Improvement Subfund. The money in each of said subfunds is to be held in trust by the Trustee.

Funds Received (Section 502)

All Pledged Revenues received by the Trustee will be credited to the Six Public Facilities Project Fund and shall be subject to a lien and charge in favor of the Holders. Semi-annually, on or before each Deposit Day, the Trustee shall from moneys to the credit of the Six Public Facilities Project Fund: first, set aside in the Debt Service Subfund, after first taking into account any accrued interest and capitalized interest deposited from the proceeds of any Bonds, an amount equal to the interest due on the Bonds on the next Interest Payment Date, and an amount, if applicable, equal to the principal due on the Bonds on the next Principal Payment Date; and second, transfer into the Improvement Subfund the balance of such Pledged Revenues.

If on the Business Day next preceding an Interest Payment Date or a Principal Payment Date moneys to the credit of the Debt Service Subfund or any special account created therein, are not sufficient to pay the principal and interest due the Trustee is to transfer from the Improvement Subfund, if and to the extent moneys in the Improvement Subfund are available for such purpose, an amount equal to the deficiency in the Debt Service Subfund or special account therein.

All Additional Payments received by Trustee from the County pursuant to the Contract with respect to Rebate Liability and Trust Agreement Expenses and late charges and any other money received by the Trustee pursuant to the Contract (other than Pledged Revenues and amounts received pursuant to insurance claims relating to certain irreparable damage to or condemnation of a Project as specified in the Contract) are to be deposited in the Improvement Fund.

Any money transferred to the Trustee from the Acquisition and Improvement Subfund in accordance with the Trust Agreement is to be deposited to a special account in the Debt Service Subfund and applied by the Trustee to the payment, purchase or redemption of Bonds in accordance with the written instructions of an EDA Representative.

Application of Money in Debt Service Subfund (Section 503)

Moneys in the Debt Service Subfund is to be used solely for the payment of the principal of and premium, if any, and the interest on the Bonds. On each Interest Payment Date the Trustee is to withdraw from and transfer such money to the Bond Registrar or Paying Agent, which is to remit by mail to each registered owner the amounts required for paying the interest on such Bonds. On each Principal Payment Date the Trustee is to withdraw from and transfer such money to the Bond Registrar or Paying Agent, the amounts required for paying the principal of and premium, if any, on the Bonds.

The Trustee may purchase Bonds prior to maturity at prices not to exceed the principal amount of such Bonds. No such purchase is to be made within forty-five (45) days immediately preceding any Interest Payment Date on which the Bonds are subject to call for redemption except from money other than money set aside or deposited for the redemption of Bonds.

In the case of Bonds secured by a credit facility, amounts on deposit in the Debt Service Subfund may be applied as provided in the applicable Supplemental Trust Agreement to reimburse the credit bank for amounts drawn under such credit facility.

Application of Money in the Improvement Subfund (Section 504)

Money held in the Improvement Subfund is to be set aside and disbursed by the Trustee for the following purposes and, except as otherwise provided in the Trust Agreement, in the following order of priority: (i) for paying EDA's Rebate Liability; (ii) for paying Trust Agreement Expenses; (iii) for transfer and deposit to the Debt Service Subfund; (iv) for paying or discharging any other EDA Liabilities not otherwise paid or provided for; and (v) for paying for repairs or maintenance of the applicable Projects caused by some extraordinary occurrence, all in accordance with the Contract.

Disposition of Subfund Balances (Section 507)

After provision is made for the payment of all outstanding Bonds issued under the Trust Agreement, including the interest thereon, and for the payment of all other obligations, expenses and charges required to be paid under or in connection with the Trust Agreement, the Trustee is to pay all amounts in any Subfund then held by it under the Trust Agreement to the County.

Investment of Money (Section 602)

Money held for the credit of the Improvement Subfund and the Acquisition and Improvement Subfund, as nearly as may be practicable, is to be invested and reinvested in Investment Obligations that mature, or that are subject to redemption at the option of the holder thereof, at the times required.

Money held for the credit of the Debt Service Subfund shall, as nearly as may be practicable, is to be invested and reinvested in Investment Obligations that mature, or that are subject to redemption at the option of the holder thereof, not later than the respective dates when the money held for the credit of said Subfund will be required.

Valuation (Section 603)

For the purpose of determining the amount on deposit to the credit of any such Subfund or account, obligations in which money in such Subfund or account has been invested is to be valued at amortized cost.

The Trustee is to value the Investment Obligations in the Subfunds and accounts held by it at least once in every Bond Year and report such balances to EDA and the County. In addition, the Investment Obligations are to be valued by the Trustee at any time requested by an EDA Representative on reasonable notice (which period of notice may be waived or reduced by the Trustee); provided, however, that the Trustee will not be required to value the Investment Obligations more than once in any calendar month.

Payment of Principal, Interest and Premium (Section 701)

EDA covenants to pay, when due, the principal of and the premium, if any, and the interest on the Bonds at the places, on the dates and in the manner provided in the Trust Agreement.

The Bonds are payable solely from Pledged Revenues derived by EDA from the Contract and other money pledged under the Trust Agreement. The Bonds shall not be deemed to constitute a pledge of the faith and credit of the Commonwealth or of any political subdivision thereof, including EDA and the County. Neither the faith and credit of the Commonwealth nor the faith and credit of EDA or the County are pledged to the payment of the principal of or premium, if any, or interest on the Bonds, and the issuance of the Bonds shall not directly, indirectly or contingently obligate the Commonwealth or the County to levy any taxes whatever therefor or to make any appropriation for their payment except from the revenues and receipts provided for their payment under the Trust Agreement.

Covenant to Perform of EDA (Section 702)

EDA covenants to perform at all times all of its covenants, undertakings and agreements contained in the Trust Agreement and in any Bond executed, authenticated and delivered under the Trust Agreement.

Covenants with Credit Banks, Insurers, etc. (Section 703)

EDA may make covenants as it may in its sole discretion determine to be appropriate with any Insurer, credit bank or other financial institution that agrees to insure or to provide for Bonds of any one or more series credit- or liquidity-support that shall enhance the security or the value of such Bonds.

Further Instruments and Actions (Section 705)

At the request of the Trustee, the Bond Registrar or any other Trustee, EDA will execute and deliver such further instruments or take such further actions as may be required to carry out the purposes of the Trust Agreement.

Request of County to Appropriate (Section 706)

EDA covenants that it will, through its EDA Representative, request the County annually for each fiscal year following the issuance of the Series 2019 Bonds and for so long as any Bonds of any Series are outstanding, to budget, appropriate and pay to the Trustee an amount equal to the Basic Payments payable by the County under the Contract in such fiscal year. EDA also covenants that it will through its EDA Representative, request the County annually, for each fiscal year following the issuance of the Series 2019 Bonds and for so long as any Bonds are outstanding, to budget, appropriate and pay to the Trustee or otherwise an amount equal to the estimated Additional Payments payable by the County under the Contract in such fiscal year.

Event of Default (Section 801)

An "Event of Default" includes (i) failure to pay any installment of interest on any Bonds when due; (ii) failure to pay principal or redemption premium, if any, of any Bonds when due; (iii) an event of default under the Contract as specified therein; (iv) default in the due and punctual performance of any other of the covenants, conditions, agreements and provisions contained in the Trust Agreement or any Supplemental Trust Agreement for ninety (90) days after receipt by EDA of a written notice from the Trustee or Holders of a majority in aggregate principal amount of Bonds then outstanding specifying such

default and requiring the same to be remedied. No Event of Default shall be deemed to have occurred under (i) or (ii) above where no event of default has occurred and is continuing under the Contract.

If EDA is unable in whole or in part to carry out any of its agreements contained in the Trust Agreement due to any cause, circumstance or event that is not reasonably foreseeable and that is not within the control of the EDA, then such failure by EDA will be deemed an Event of Default during the continuance of such inability, including a reasonable time for the removal of the effect thereof.

Acceleration of Maturities (Section 802)

Upon the happening and continuance of any Event of Default specified in (i) or (ii) under the heading “–Event of Default” above, the Trustee may, and upon the written request of the Holders of not less than a majority in aggregate principal amount of the Bonds then outstanding shall, declare the principal of all of the Bonds then outstanding (if not then due and payable) to be due and payable immediately, and upon such declaration the same shall become and be immediately due and payable, subject to the right of EDA to cure such default as provided in the Trust Agreement.

Enforcement of Remedies (Section 803)

Upon the happening and continuance of any Event of Default specified in the Trust Agreement, then and in every such case the Trustee may proceed and upon the written request of the Holders of not less than a majority in aggregate principal amount of Bonds then outstanding must proceed to protect and enforce its rights and the rights of the Holders under the laws of the Commonwealth or under the Trust Agreement by such suits, actions or special proceedings in equity or at law, or by proceedings in the office of any board or officer having jurisdiction, either for the specific performance of any covenant or agreement contained in the Trust Agreement or in aid of execution of any power granted in the Trust Agreement or for the enforcement of any proper legal or equitable remedy, as the Trustee, being advised by counsel chosen by the Trustee or by such Holders, deems most effectual to protect and enforce such rights.

In the enforcement of any remedy under the Trust Agreement, the Trustee will be entitled to sue for, enforce payment of and receive any and all amounts then or during any Event of Default becoming and remaining due from EDA for principal, interest or otherwise under any of the provisions of the Trust Agreement or of the Bonds, together with interest on overdue payments of principal at the rate or rates of interest payable on any Bonds outstanding and all costs and expenses of collection and of all proceedings under the Trust Agreement, without prejudice to any other right or remedy of the Trustee or of the Holders and to recover and enforce any judgment or decree against EDA, but solely as provided in the Trust Agreement, for any portion of such amounts remaining unpaid and interest, costs and expenses as above provided, and to collect (but solely from money available for such purposes), in any manner provided by law, the money adjudged or decreed to be payable.

Control of Proceedings by Holders (Section 806)

Holders of a majority in aggregate principal amount of Bonds then outstanding will have the right by an instrument or concurrent instruments in writing executed and delivered to the Trustee, to direct the method and place of conducting all remedial proceedings to be taken by the Trustee under the Trust Agreement, provided that such direction is in accordance with law and the provisions of the Trust Agreement.

Notice of Default (Section 811)

The Trustee is to provide to the Bond Registrar to mail to all Holders at their addresses as they appear on the registration books written notice of the occurrence of any Event of Default within thirty (30) days after the Trustee shall have notice of the same, that any such Event of Default has occurred.

Rights of Credit Bank and Insurer (Section 813)

Until EDA has reimbursed a Credit Bank or any Insurer for amounts paid under a credit facility or under an insurance policy to pay the interest on or the principal of any Bonds, such Bonds will be deemed to be outstanding and such Credit Bank or Insurer will to the rights and interests of the Holders to the extent of the amounts paid under the credit facility or insurance policy until such amount has been reimbursed and upon presentation to the Bond Registrar, such Bond is to be registered in the name of the Credit Bank or Insurer or its nominee.

Supplemental Agreements Without Consent of Holders (Section 1101)

EDA may enter into such supplements and amendments to the Trust Agreement as shall be consistent with the terms and provisions of the Trust Agreement: (a) to cure any ambiguity or formal defect or omission, or to correct or supplement any provision that may be inconsistent with any other provision of the Trust Agreement; or (b) to grant to or confer upon the Holders any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon the Holders; or (c) to add to the conditions, limitations and restrictions thereafter to be observed by EDA under the provisions of the Trust Agreement; or (d) to add to the covenants and agreements of EDA in the Trust Agreement other covenants and agreements thereafter to be observed by EDA or to surrender any right or power reserved to or conferred upon EDA in the Trust Agreement; or (e) to provide for the issuance of Additional Bonds or Refunding Bonds and to provide for such other related matters as may be required or contemplated by or appropriate under the Trust Agreement; or (f) to make change necessary to comply with the requirements of any rating agency rating the Bonds, or (g) to make any other change that, in the judgment of EDA and the Trustee, would not materially adversely affect the security for the Bonds.

Modification of Agreements with Consent of Holders (Section 1102)

All other supplemental agreements require the written consent of Holders of not less than a majority in aggregate principal amount of Bonds then Outstanding that will be affected thereby provided, however, that no supplemental agreement is to permit (a) an extension of the maturity of the principal of or the interest on any Bonds issued under the Trust Agreement, or (b) a reduction in the principal amount of any Bonds or the redemption premium or the rate of interest thereon, or (c) the creation of a pledge or lien on the money credited to the Debt Service Subfund or the Acquisition and Improvement Subfund other than the pledge and lien created by the Trust Agreement, or (d) a preference or priority of any Bonds over any other Bonds, or (e) a reduction in the aggregate principal amount of Bonds required for consent to such supplemental agreement.

Supplements and Amendments to the Contract Not Requiring Holders Consent (Section 1201)

EDA may enter into supplements and amendments to the Contract as it shall deem not adverse to the interests of the Holders after thirty (30) days' prior notice to, but without the consent of, the Trustee. From time to time and at any time, EDA may enter into other supplements and amendments to such agreements, and the Trustee may consent to such amendments and supplements to such agreements as shall not, in the judgment of the Trustee, be materially adverse to the interests of the Holders, (a) to cure any ambiguity or formal defect or omission in of such agreements or in any supplement or amendment

thereto, or (b) to grant to or confer upon EDA or the Trustee, for the benefit of the Holders, any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon the Holders or EDA or the Trustee, or (c) to make any other change in either of such agreements, provided only that no such change shall be made to the Contract that would, in the judgment of the Trustee, be materially adverse to the interests of the Holders. Amendments or supplements to the Contract pursuant to this paragraph may be made without the consent of the Holders.

Supplements and Amendments to the Contract Requiring Holders' Consent (Section 1202)

All other supplements or amendments to the Contract require the consent of the Holders of more than a majority in aggregate principal amounts of the Bonds then outstanding in the same manner as provided for in the case of supplements and amendments to the Trust Agreement.

Defeasance (Section 1301)

Any outstanding Bonds will be deemed to have been paid for the purposes of the Trust Agreement when, among other things, (i) the whole amount of the principal and the interest and premium, if any, so due and payable upon all Bonds is paid or if the Trustee, the Bond Registrar or any Paying Agent holds sufficient money or Defeasance Obligations the principal of and the interest on which, when due and payable, will provide sufficient money to pay the principal of, and the interest and redemption premium, if any, on all Bonds then outstanding to the maturity date or dates thereof, (ii) if Bonds are to be called for redemption in accordance with the provisions of the Trust Agreement prior to their maturity, EDA has given, irrevocable instructions to call the Bonds for redemption, and (iii) sufficient provision made for paying all other obligations payable by EDA in connection with the defeasance of said indebtedness.

SECOND SUPPLEMENTAL TRUST AGREEMENT

Application of the Proceeds of the Series 2019 Bonds (Section 2.04)

The proceeds (including any premium) of the Series 2019 Bonds are to be applied by the Trustee simultaneously with the delivery of the Series 2019 Bonds as follows:

- (A) to [_____, an amount sufficient to [redeem] the Series 2010 Bonds]; and
- (B) with the Trustee, to the credit of a special subaccount account in the Costs of Issuance Account in the Acquisition and Improvement Subfund (the “2019 Costs of Issuance Subaccount”), the balance remaining after the foregoing deposits have been made.

Redemption Provisions of the Series 2019 Bonds (Section 3.01)

[Mandatory Sinking Fund Redemption. The Series 2019 Term Bonds stated to mature on April 1, 20__, April 1, 20__ and on April 1, 20__ shall be called for redemption, in the manner and under the terms and conditions provided in the Trust Agreement and in the First Supplemental Trust Agreement hereof, in part, on April 1, 20__ and on each April 1st thereafter, on April 1, 20__ and on each April 1st thereafter and on April 1, 20__ and on each April 1st thereafter, respectively, in the principal amounts equal to the respective Sinking Fund Requirements therefor set forth in the forepart of this Official Statement under “THE SERIES 2019 BONDS – Redemption of Series 2019 Bonds – *Mandatory Sinking Fund Redemption*” (less the principal amount of any such Term Bonds retired by purchase and otherwise subject to adjustment as provided in the First Supplemental Trust Agreement) from moneys in the Debt Service Subfund at a Redemption Price equal to par plus accrued interest thereon to the date fixed for redemption.

At its option, to be exercised not less than forty-five (45) days prior to each such applicable Principal Payment Date, the EDA may (a) deposit monies with the Trustee to be used to purchase Series 2019 Bonds, or direct the Trustee to cause monies in the Debt Service Subfund to be used for such purchases, at a price not exceeding the principal amount thereof plus accrued interest to such applicable Principal Payment Date, or (b) receive a credit against the Sinking Fund Requirements for Series 2019 Bonds which prior to such date have been purchased by the EDA and presented to the Trustee for cancellation or redeemed (otherwise than in satisfaction of prior Sinking Fund Requirements) and canceled by the Trustee and, in either case, not theretofore applied as a credit against any Sinking Fund Requirement. Each such Series 2019 Term Bond so purchased, delivered or previously redeemed will be credited by the Trustee at 100% of the principal amount thereof against the current Sinking Fund Requirement with respect to Series 2019 Bonds due on the same date as the Term Bond so purchased, delivered or previously redeemed and canceled. Any excess over such current Sinking Fund Requirement will be credited against the future Sinking Fund Requirements of Term Bonds with the same maturity date in such manner as the EDA shall determine, and the principal amount of such Series 2019 Bonds with such maturity date to be redeemed by mandatory sinking fund redemption will be reduced accordingly.]

Optional Redemption. The Series 2019 Bonds which are stated to mature after April 1, 202__ are subject to redemption, in the manner and under the terms and conditions provided in the Trust Agreement, at the option of EDA, from any moneys that may be made available for such purpose, either in whole or in part, as determined by the EDA, on any date not earlier than April 1, 202__, at a Redemption Price

equal to 100%* of the Series 202__ Bonds to be redeemed, together with the interest accrued thereon to the date fixed for redemption.

Extraordinary Optional Redemption. The Series 2019 Bonds are subject to extraordinary optional redemption, in whole or in part, on any date at a price equal to the principal amount thereof, together with interest thereon accrued to the date of redemption, upon the exercise by the County of its option to prepay all or a portion of the Purchase Price pursuant to the Contract when the following events occur:

(1) Circumstances Under Which County May Not Repair Damage. In the event that the Projects or any portion thereof is destroyed by fire or other casualty, the County may within 90 days after such damage or destruction, elect by written notice to EDA not to repair, reconstruct or restore the affected Project, provided that the Net Proceeds of insurance payable as a result of such damage or destruction together with other moneys held for the payment of or as security for the Bonds and any additional sums paid by the County are sufficient to provide for payment of the Allocated Bonds relating to such Project. In such event the County shall, in its notice of election to EDA, state that such Net Proceeds and other moneys, if any, shall be applied to the redemption of the Allocated Bonds relating to such Project.

(2) Condemnation. If the County determined in accordance with the provisions of the Contract that the utility of the any of the Projects cannot be maintained, restored or replaced following a taking, the Net Proceeds payable as a result of such taking shall be paid to the Trustee for the account of EDA, and if the County so directs, the Net Proceeds received as a result of such taking together with other money held for the payment of Allocated Bonds relating to such applicable Project(s) and any additional sums paid by the County will be applied to the redemption of the Allocated Bonds relating to such Project(s).

Payment of Principal, Interest and Premium (Section 7.01)

EDA is to cause to be paid, when due, the principal of (whether at maturity, by call for redemption or otherwise) and the premium, if any, and the interest on the Series 2019 Bonds at the places, on the-dates and in the manner provided herein and in the Series 2019 Bonds according to the true intent and meaning thereof.

The Series 2019 Bonds are payable, on a parity with any other outstanding Bonds, solely from Pledged Revenues derived by EDA from the Contract and other money pledged under the Trust Agreement and the First Supplemental Trust Agreement until paid out in accordance with the provisions of the Trust Agreement, amounts credited to the Acquisition and Improvement Subfund.

The Series 2019 Bonds issued under the Second Supplemental Trust Agreement and the Trust Agreement shall not be deemed to constitute a pledge of the faith and credit of the Commonwealth or of any political subdivision thereof, including EDA and the County. Neither the faith and credit of the Commonwealth nor the faith and credit of EDA or the County are pledged to the payment of the principal of or premium, if any, or interest on the Series 2019 Bonds, and the issuance of the Series 2019 Bonds shall not directly or indirectly or contingently obligate the Commonwealth or the County to levy any taxes whatever therefor or to make any appropriation for their payment except from the revenues and

* Preliminary, subject to change.

receipts provided for their payment under the Trust Agreement and the Second Supplemental Trust Agreement.

Request of County to Appropriate (Section 7.02)

EDA covenants that it will, through its EDA Representative, request the County annually for each fiscal year following the issuance of the Series 2019 Bonds to budget, appropriate and pay to the Trustee an amount equal to the Basic Payments payable by the County under the Contract in such fiscal year. EDA also covenants that it will, through its EDA Representative, request the County annually for each fiscal year following the issuance of the Series 2019 Bonds to budget, appropriate and apply as provided in the Contract, the Second Supplemental Trust Agreement and the Trust Agreement an amount equal to the estimated Additional Payments payable by the County under the Contract in such fiscal year.

Tax Covenants (Section 7.03)

EDA covenants that it will not take any action which will, or fail to take any action which failure will, cause interest on the Series 2019 Bonds to become subject to federal income taxation pursuant to the provisions of the Internal Revenue Code of 1986, as amended and regulations promulgated thereunder.

THE INSTALLMENT PURCHASE CONTRACT

Agreement to Issue Bonds (Section 2.01)

At the request of the County, the EDA agreed that it would use its best efforts to issue, sell and deliver to the purchasers thereof at one time or from time to time (i) the Series 2010 Bonds pursuant to the Trust Agreement for the purpose of financing the costs of the acquisition of the Projects, (ii) Additional Bonds pursuant to the Trust Agreement for the purpose of paying all or any portion of the Cost of the Improvement of any Project or (iii) Refunding Bonds issued pursuant to the Trust Agreement for the purpose of refunding any Series 2019 Bonds or Additional Bonds issued under (ii) above or a combination of such purposes. The proceeds of the Series 2019 Bonds will be delivered to the Trustee for application in accordance with the Trust Agreement.

No Sufficiency Warranty by EDA; Limited Liability of County (Section 2.03)

The EDA does not make any warranty, either express or implied, that the moneys which will be paid into the Acquisition and Improvement Subfund or any account therein will be sufficient to pay the acquisition or improvement of the Projects. The obligation of the County under the Contract to pay the Cost of the acquisition and any improvement of the Projects will be limited to the proceeds of Bonds deposited to the credit of the Acquisition and Improvement Subfund, the investment earnings thereon and any other investment earnings on the funds and accounts held by the Trustee under the Trust Agreement and transferred to the Acquisition and Improvement Subfund or amounts transferred to the applicable trustees for redemption of certain of the obligations issued to finance certain of the Projects or to escrow agents under certain escrow deposit agreements to provide for principal and interest payments for certain of the obligations issued to finance certain of the Projects. The County agrees, however, that if, after exhaustion of the moneys in the Acquisition and Improvement Subfund, the County should pay or cause to be paid any portion of the acquisition or Improvement of the Projects, it shall not be entitled to any reimbursement therefor from EDA or from the Trustee (other than from the proceeds of any such Additional Bonds), or diminution or postponement of the payments to be made pursuant to the Contract.

Sale of the Project (Article III)

EDA agreed to sell to the County, and the County agreed to purchase from EDA, on the date the Series 2010 Bonds were issued, all six Projects and, where not previously owned by the County, the related Parcels.

Payments (Section 4.01)

The County agreed to pay to EDA the Purchase Price of the Projects in installments, with Interest thereon, in accordance with the provisions of the Contract. The Purchase Price and Interest thereon will be paid as Basic Payments in the amounts and manner that will allow EDA to pay timely the debt service on the Series 2019 Bonds.

The County, at its option, may prepay the Purchase Price, in whole or in part, on not less than forty-five (45) days' written notice to EDA, accompanied by a specific direction to EDA to apply such prepayment to the purchase and cancellation, redemption or defeasance of Bonds in accordance with their terms. Upon such purchase and cancellation, redemption or defeasance, EDA is to credit the principal amount of the Bonds so cancelled, redeemed or defeased against the Purchase Price and reduce the Basic Payments otherwise payable by an amount equal to the sum of the principal amount of the Bonds so purchased and cancelled, redeemed or defeased, the interest on the Bonds so purchased and cancelled,

redeemed or defeased and as a result of such prepayment and the interest that would have accrued on such Bonds so redeemed or defeased but for such prepayment and redemption or defeasance.

EDA is to credit appropriately against the Purchase Price and Interest and reduce the Basic Payments otherwise payable on each Due Date the amount of any investment income (a) realized from the investment and reinvestment of Bond proceeds and Basic Payments or other amounts or reserves derived from Bond proceeds or Basic Payments and set aside or pledged to the Bonds and (b) applied, or to be applied, to the payment of principal or interest and any redemption premiums on Bonds.

The County is also to pay to or for the account of EDA as Additional Payments for the Projects all other amounts (other than Basic Payments) payable by the County to EDA under the Contract, including fees and expenses of the Trustee, the Bond Registrar, any Depository, any Paying Agent, and the EDA.

Net Contract (Section 4.04)

The County is to pay to EDA all Payments payable to EDA free of any abatement, charges, counterclaims, assessments, set-offs, offsets, impositions or deductions. Under no circumstances or conditions will EDA be expected or required to make any payment of any kind with respect to the Properties except as provided in the Contract and the Trust Agreement. The County is to pay directly all costs of operating, maintaining and repairing the Properties, including the costs and expenses for sewer, water, gas, electric, telephone, fuel and other utilities used or consumed in or at the Properties.

Late Charges (Section 4.05)

In the event that payment of any (i) Basic Payment becomes overdue for one business day beyond the date on which it is due or (ii) Additional Payments become overdue for forty-five (45) days, the sums so overdue will be payable with interest at the Late Charge Rate (computed on a 360 day year).

Obligations of County Subject to Appropriation (Section 4.06)

The obligations of the County to make any payments under the Contract are contingent upon the appropriation for each fiscal year by the Board of Supervisors of the County of funds from which such payments can be made. The County will not be liable for any amounts that may be payable pursuant to the Contract unless and until such funds have been so appropriated for payment and then only to the extent thereof. The County and the EDA understand that nothing in the Contract shall be deemed to obligate the Board of Supervisors of the County to appropriate any sums on account of any payments to be made by the County under the Contract. The Contract shall not constitute a pledge of the full faith and credit of the County or a bond or debt of the County in violation of Section 10 of Article VII of the Constitution of the Commonwealth.

County Budget (Section 4.07)

The County Executive is to include as a separate line item in each annual budget of revenues and disbursements presented to the Board of Supervisors an item designated "Six Public Facilities Project Payments" in an amount not less than an amount sufficient, in the judgment of the County Executive, to make the Payments and pay all other amounts payable during such fiscal year by the County pursuant to the Contract.

County's Obligation to Maintain and Repair Properties (Section 5.01)

The County, at its sole cost and expense, throughout the Term, is to keep and maintain the Properties in good and safe order and condition in accordance with industry standards and shall use all reasonable precaution to prevent, waste, damage, or injury to the Properties.

In the event the Properties or any portion thereof is damaged or destroyed by fire, flood or other casualty the County shall, except as otherwise provided in the Contract, repair, reconstruct and restore the damaged Properties as and to the extent the County deems appropriate under the circumstances. Net Proceeds of any insurance relating to such damage or destruction is to be paid directly to the County and the County is to apply such Net Proceeds received solely to, and shall complete, the repair, reconstruction and restoration of the Properties.

In the event that any portion of any Property is destroyed by fire or other casualty the County may, within 90 days after such damage or destruction, elect by written notice to EDA not to repair, reconstruct or restore the affected Property, provided that the Net Proceeds of insurance payable as a result of such damage or destruction together with other moneys held for the payment of or as security for the Bonds and any additional sums paid by the County are sufficient to provide for Payment of the Bonds. In such event the County, in its notice of election to EDA, will state that the Net Proceeds of insurance will be paid to EDA for the purpose of defeasing the lien of the Trust Agreement and applicable Supplemental Trust Agreement securing the applicable Allocated Bonds in accordance with its terms and such Net Proceeds will be paid to EDA for the purpose of such defeasance. Alternatively, it will constitute compliance with the provisions of the Contract if the Net Proceeds of insurance payable as a result of such damage or destruction together with other moneys held for the payment of or as security for the Bonds and any additional sums paid by the County are sufficient to provide for Payment of the Allocated Bonds and shall be so applied.

Upon completion of the repair, reconstruction and restoration pursuant to the Contract, any excess money from the Net Proceeds of insurance is to be paid by the County to EDA and applied as a credit to Basic Payments. If the Bonds are defeased, any remaining Net Proceeds will be paid to or retained by the County.

In the event that any Property or any portion thereof is condemned or taken for any public or quasi-public use and title vests in the party condemning or taking the same, the County is to determine in writing whether the affected Property can be repaired, reconstructed and restored to such an extent that the utility of the Project, can be largely maintained, restored or replaced. If the County determines that the utility of the affected Project can be maintained, it shall restore the affected Project with the Net Proceeds resulting from such taking as nearly as practicable to substantially the same or an improved condition or utility as existed prior to the taking. The County is to complete restoration of the affected Property regardless of whether or not the Net Proceeds of the condemnation award received by the County for such purposes are sufficient. If the County determines that the utility of the affected Project cannot be maintained, the Net Proceeds payable as a result of such taking shall be used for the payment of the applicable portion of the Allocated Bonds. Alternatively, it will constitute compliance with the provisions described in this paragraph if the Net Proceeds payable as a result of such taking of such Property or portion thereof, together with other money held for the payment of or as security for the Bonds and any additional sums paid by the County, are sufficient to provide for Payment of the applicable portion of the Allocated Bonds and are to be so applied.

Any excess money from the Net Proceeds of a taking over and above the costs of repair, reconstruction and restoration prosecuted to completion in accordance with the Contract will be paid by the County to EDA and applied as a credit against the Purchase Price and reduce the Basic Payments

becoming due thereafter as designated in writing by the County. In the event of Payment of the Bonds in accordance with the fourth paragraph under this heading, any remaining Net Proceeds are to be retained by or paid to the County.

County's Assumption of the Maintenance and Management of the Properties (Section 5.02)

EDA will have no duty or obligation to make any alteration, change, improvement, replacement, restoration or repair to, or to demolish, the whole or any part of the Properties. Except as otherwise provided in the Contract, as between the County and EDA, the County assumes the full and sole responsibility for the condition, operation, repair, alteration, improvement, replacement, maintenance and management of the Properties.

Insurance (Article VI)

The County is to procure and pay the requisite premiums for and maintain during the Term of the Contract the insurance described in the Contract. The insurance policies required by the Contract are to name the EDA and the Trustee as an additional named insureds. The Contract requires that the County carry as a minimum, (i) an "all risks" policy with coverage equal to 100% of the replacement cost value of the Properties, to be determined no less frequently than annually; and (ii) a general liability policy covering all operations and maintenance in connection with the Properties equal to a \$5,000,000 combined aggregate limit per occurrence for personal injury and property damage liability. The County may self-insure against such risks under certain circumstances.

All such insurance is to be issued by companies licensed to do business in the Commonwealth of Virginia with the Best's Key Rating of at least A-VI.

Title (Section 7.01)

As between the County and EDA, fee title to the Projects will vest in the County.

No Impairment of EDA's Interests (Section 7.02)

Except for the conveyances described in the Contract and Permitted Encumbrances described in the Contract, the County is not to create or cause or suffer to be created, any lien, encumbrance or charge upon the Contract, the Projects, or any part of any of them, or EDA's income derived from the Contract.

County Representations (Section 8.01)

Except as expressly provided in the Contract, the County warrants that no representations, statements or warranties, express or implied, have been made by or on behalf of EDA in respect of the Projects, and EDA will in no event whatsoever be liable for any latent or patent defects in the Project or the related Parcels.

The County represents that it will not use, or permit the use of, any portion of any Project by any person or entity for any private business use, other than a state or local governmental unit. The County may use, or permit the use of, any portion of any Project by any person or entity that is not a state or local governmental unit or other "exempt person" as defined in the Code for any private business use; provided that (i) the County shall not more than sixty (60) nor less thirty (30) days prior to the effective date of such proposed use, furnish or cause to be furnished to EDA a written description of the nature, scope and duration of such proposed use, and (ii) a nationally recognized bond counsel shall have delivered to EDA

an opinion that such proposed use will not adversely affect the exclusion of interest on the Bonds from gross income for federal income tax purposes.

Release of Portions of the Properties (Section 10.03)

The County and the EDA reserve the right to amend the Contract for the purpose of effecting the release of and removal from the Contract of any part of any Project with respect to which the County or a transferee of the County proposes to convey fee title to a public utility or public body in order that utility services or roads or other services may be provided for such Property. If at the time any such amendment is made, any of the Bonds is outstanding and unpaid there shall be deposited with the Trustee the following: (i) a copy of the amendment or easement as executed; (ii) a resolution of the Board of Supervisors of the County stating that the County is not in default under any of the provisions of the Trust Agreement and EDA is not to the knowledge of the County in default under any of the provisions of the Contract, giving an adequate legal description of that portion of the Properties to be released, and stating the purpose for which the County desires the release; (iii) a certificate showing that EDA has approved such amendment and stating that EDA is not in default under any of the provisions of the Contract; and (iv) a certificate dated not more than sixty (60) days prior to the date of the release of an appropriate County Representative stating that the proposed release will not impair the usefulness of the related Project and will not destroy the means of ingress to and egress therefrom.

Granting of Easements (Section 10.04)

The County may grant or release easements, licenses, rights of way (including the dedication of public highways) and other rights or privileges, so long as such grant or release will not materially adversely affect the usefulness of the related Project.

Assignment, Leasing and Subleasing (Section 10.05)

Neither the Contract nor the rights and obligations of the County under the Contract shall be assigned in whole or in part without the consent of EDA. However, no assignment shall relieve the County from primary liability for any of its obligations under the Contract.

Assignment of Contract by EDA (Section 10.06)

EDA has assigned its interest in and pledge all money receivable under the Contract, other than the Additional Payments, to the Trustee pursuant to the Trust Agreement as security for payment of the Bonds. The County agrees to make all Basic Payments and payments to be credited against Basic Payments directly to the Trustee for the account of EDA.

County Options to Terminate (Section 10.07)

The County may terminate the Term by paying to the Trustee, for the account of EDA, an amount that will be sufficient to purchase, redeem or defease all the Bonds outstanding under the Second Supplemental Trust Agreement and with the provisions of the Trust Agreement, and in case of redemption, making arrangements satisfactory to the Trustee for giving the required notice of redemption.

Permitted Use (Section 11.01)

There shall be no occupation or use of the Properties by the County or anyone else for any purpose other than as authorized by the Contract, without the written consent of EDA.

No Illegal or Hazardous Use (Section 11.02)

The County is not to use or permit the Properties or any part thereof to be used for any unlawful or illegal business, use or purpose, or in such manner as to constitute a nuisance of any kind (public or private).

Events of Default (Section 12.01)

Except in an Event of Non-Appropriation as described in the following caption, each of the following events will be an “Event of Default” under the Contract: (a) if the County fails to make any Basic Payment or any part thereof on the due date thereof and such failure shall continue for one business day; (b) if the County fails (i) to maintain or cause to be maintained the insurance required by the Contract, or (ii) to make any Additional Contract Payment, or any other payment under the Contract, required to be paid by the County under the Contract for a period, after notice thereof from EDA to the County, of forty-five (45) days; (c) if the County fails to observe or perform one or more of the other material terms, conditions, covenants or agreements of the Contract or any representation, and such failure or misrepresentation continues for a period of ninety (90) days after written notice thereof; (d) if the County admits, in writing, that it is unable to pay its debts as such become due or makes an assignment for the benefit of creditors; (e) if the County files a voluntary petition in bankruptcy or the County is adjudicated a bankrupt or insolvent; or (f) if a bankruptcy or dissolution proceeding brought against the County has not been dismissed, or the appointment of a trustee has not been vacated or stayed within ninety (90) days, or if, within thirty (30) days after the expiration of any such stay, such appointment has not been vacated.

Non-Appropriation (Section 12.03)

Anything to the contrary notwithstanding elsewhere in the Contract, the failure of the County to pay all or any portion of any amount otherwise due and payable under the Contract to or for the account of EDA or the Trustee on account of the failure of the Board of Supervisors of the County to appropriate such sum (an “Event Of Non-Appropriation”) shall not, to the extent of such failure, constitute a Default or an Event of Default under the Contract.

Remedies (Section 12.04)

If an Event of Default has occurred and is continuing, EDA may, at its option, declare all installments of Basic Payments for the remainder of the Term to be immediately due and payable

In an Event of Default occurs, EDA may take whatever action at law or in equity may appear necessary or desirable to collect the Payments then due and thereafter to become due, or to enforce performance and observance of any obligation, agreement or covenant of the County under the Contract.

No Remedy Exclusive; Agreement to Pay Attorneys’ Fees and Expenses (Sections 12.05 and 12.06)

No remedy is intended to be exclusive of any other remedy. If any Event of Default shall occur or in the event the County should default under the Contract, and in any such case, EDA or the Trustee should employ attorneys or incur other expenses for the collection of Payments or the enforcement of performance or observance of any obligation or agreement on the part of the County contained in the Contract, the County agrees that it will on demand pay to the EDA or the Trustee the reasonable fees of such attorneys and such other expenses so incurred.

FORM OF BOND COUNSEL OPINION

_____, 2019

Fairfax County Economic
Development Authority
Fairfax, Virginia

We have acted as Bond Counsel to Fairfax County Economic Development Authority (the “Authority”) in connection with the issuance of

§ _____
Fairfax County Economic Development Authority
Revenue Refunding Bonds
(Six Public Facilities Projects) Series 2019 (the “Series 2019 Bonds”)

The Series 2019 Bonds are being issued pursuant to Chapter 643 of the 1964 Acts of the General Assembly of the Commonwealth of Virginia, as amended, and other applicable law (collectively, the “Enabling Act”), and the proceeds will be used, together with other available funds, to provide funds to Fairfax County, Virginia (the “County”), (i) to refinance the acquisition of six public facilities (the “Projects”) previously leased to the County by third parties by refunding all of the Authority’s outstanding Revenue Bonds (Six Public Facilities Projects) Series 2010 (the “Series 2010 Bonds”), and (ii) paying certain costs of issuing the Series 2019 Bonds. The County used proceeds of the Series 2010 to purchase the Projects at prices sufficient to retire the debt originally incurred to finance the Projects.

Simultaneously with the issuance of the Series 2010 Bonds: (i) the Authority advanced a portion of the proceeds of the Series 2010 Bonds to the County, (ii) the County applied such proceeds of the Series 2010 Bonds to purchase the Projects pursuant to purchase options within capital leases or related agreements between the County and third parties relating to the Projects and (iii) the Authority accepted the County’s interests in the Projects from the County. The Authority then sold the Projects to the County pursuant to the terms of an Installment Purchase Contract, dated as of March 10, 2010 (the “Original Installment Purchase Contract”), in consideration of the County’s agreement, subject to annual appropriation by its Board of Supervisors of funds for the purpose, to pay the purchase price for the Projects, and interest thereon, in installments sufficient for the Authority to pay timely the debt service on the Series 2010 Bonds. In connection with the issuance of the Series 2019 Bonds, the Original Installment Purchase Contract will be supplemented (as so supplemented, the “Installment Purchase Contract”) so that such installment payments (as so adjusted, the “Payments”) will reflect the debt service on the Series 2019 Bonds.

The Series 2019 Bonds are being issued under and secured by a Trust Agreement, dated as of March 1, 2010 (the “Original Trust Agreement”), as supplemented by a Second Supplemental Trust Agreement, dated as of _____ 1, 2019 (the “Second Supplemental Trust Agreement” and the Original Trust Agreement, as so supplemented, the “Trust Agreement”), each between the Authority and U.S. Bank National Association, as trustee (the “Trustee”), pursuant to which the Authority has assigned to the Trustee substantially all of its rights under the Installment Purchase Contract, including its right to receive the Payments. Under and subject to the requirements of the Trust Agreement, the Authority may issue

additional bonds for improvements to the Projects and refunding bonds for refunding the Series 2019 Bonds or other additional bonds as permitted by the Enabling Act, and such additional bonds and any refunding bonds issued under the Trust Agreement will rank on a parity with the Series 2019 Bonds (together with any such additional and refunding bonds, "Bonds") as to the revenues pledged under the Trust Agreement ("Pledged Revenues"), including the Payments to be made by the County pursuant to the Installment Purchase Contract.

The Series 2019 Bonds are dated, bear interest, and are stated to mature, subject to optional redemption and extraordinary optional redemption, all as provided in the Trust Agreement.

In our capacity as Bond Counsel, we have examined such documents, records of the Authority and the County and other instruments, including counterparts or certified copies of the Trust Agreement and the Installment Purchase Contract, as we deemed necessary to enable us to express the opinions set forth below.

Based on the foregoing, we are of the opinion that:

1. The Authority is by the terms of the Enabling Act a political subdivision of the Commonwealth of Virginia (the "Commonwealth") and a public instrumentality of the County duly created pursuant to the laws of the Commonwealth with full authority to enter into the Trust Agreement and the Installment Purchase Contract and to issue and sell the Series 2019 Bonds.

2. The County is a political subdivision of the Commonwealth with full authority to acquire the Projects and to enter into the Installment Purchase Contract.

3. The Installment Purchase Contract has been duly authorized, executed and delivered by the Authority and the County and constitutes a legal, valid and binding obligation of the parties enforceable in accordance with its terms. The obligation of the County to make the Payments under the Installment Purchase Contract is expressly therein made subject to the annual appropriation by the Board of Supervisors of funds for such purpose.

4. Each of the Original Trust Agreement and the Second Supplemental Trust Agreement has been duly authorized, executed and delivered by the Authority and the Trustee and constitutes a legal, valid and binding obligation of the parties, enforceable in accordance with its terms. Under the Trust Agreement, the Authority has validly assigned substantially all of its rights under the Installment Purchase Contract (including its rights to receive Payments) to the Trustee for the benefit of the holders of the Bonds.

5. The issuance and sale of the Series 2019 Bonds have been duly authorized by the Authority, and the Series 2019 Bonds have been duly executed and delivered by the Authority and constitute legal, valid and binding limited obligations of the Authority payable under the Trust Agreement in accordance with their terms solely from Pledged Revenues and other money pledged therefor to the extent provided in the Trust Agreement. The Series 2019 Bonds shall not be deemed to constitute a debt or pledge of the faith and credit of the Commonwealth of Virginia or any political subdivision thereof. Neither the Commonwealth, nor any political subdivision thereof, nor the Authority shall be obligated to pay the Series 2019 Bonds or the interest thereon or other costs incident thereto, except from the revenues and money pledged therefor. Neither the faith and credit nor the taxing power of the Commonwealth or any political subdivision thereof, including the County, is pledged to the payment of the principal of the Series 2019 Bonds or the interest thereon or other costs incident thereto.

6. Except as otherwise provided in the following sentences of this paragraph and assuming compliance by the Authority and the County with their respective covenants to comply with the requirements of the Internal Revenue Code of 1986, as amended (the "Code"), the interest on the Series 2019 Bonds is not includable in the gross income of the owners thereof for federal income tax purposes under current law. Interest on the Series 2019 Bonds will be includable in the gross income of the owners thereof retroactive to the date of issue of such Series 2019 Bonds in the event of a failure by the Authority or the County to comply with applicable requirements of the Code and their respective covenants regarding use, expenditure and investment of proceeds of the Series 2019 Bonds and the timely payment by the Authority of certain investment earnings to the United States Treasury. We render no opinion as to the effect on the exclusion from gross income of the interest on the Series 2019 Bonds for federal income tax purposes of any action taken or not taken without our approval or upon the advice or approval of counsel other than us. Interest on the Series 2019 Bonds is not an item of tax preference for purposes of the federal alternative minimum tax. The Code contains other provisions that could result in tax consequences, as to which we render no opinion, as a result of ownership of such Series 2019 Bonds or the inclusion in certain computations of interest that is excluded from gross income.

7. The income on the Series 2019 Bonds, including any profit made on the sale thereof, is exempt from all taxation by the Commonwealth or any political subdivision thereof.

The opinions contained in paragraphs 3 and 5 above are qualified to the extent that the enforceability of the Installment Purchase Contract, the Original Trust Agreement, the Second Supplemental Trust Agreement and the Series 2019 Bonds may be limited by bankruptcy, insolvency, moratorium, reorganization or other laws affecting creditors' rights generally and may be subject to judicial discretion. For purposes of our opinions in paragraphs 1, 3, 4 and 5, we have relied upon the opinion of Thomas O. Lawson, P.L.C., respecting the existence and organization of the Authority and its due authorization and execution of the Installment Purchase Contract, the Original Trust Agreement, the Second Supplemental Trust Agreement and the Series 2019 Bonds. For purposes of our opinions in paragraphs 2 and 3, we have relied upon the opinions of the County Attorney of Fairfax County respecting the existence and organization of the County and its due authorization and execution of the Installment Purchase Contract.

The opinions expressed herein are based on an analysis of existing laws, regulations, rulings and court decisions. Such opinions may be adversely affected by actions taken or events occurring, including a change in law, regulation or ruling (or in the application or official interpretation of any law, regulation or ruling) after the date hereof. We have not undertaken to determine, or to inform any person, whether such actions are taken or such events occur, and we have no obligation to update this opinion in light of such actions or events.

Respectfully submitted,

FORM OF CONTINUING DISCLOSURE AGREEMENT

CONTINUING DISCLOSURE AGREEMENT

This Continuing Disclosure Agreement (this “Disclosure Agreement”) is executed and delivered by Fairfax County, Virginia (the “County”), in connection with the issuance by the Fairfax County Economic Development Authority (the “Authority”) of its \$_____ Revenue Refunding Bonds (Six Public Facilities Projects) Series 2019 (the “Series 2019 Bonds”) pursuant to the provisions of a resolution (the “Authorizing Resolution”) adopted by the Authority on _____, 2019, and under a Trust Agreement, dated as of March 1, 2010, and as supplemented by a Second Supplemental Trust Agreement, dated as of April 1, 2019 (collectively the “Trust Agreement”), each between the Authority and U.S. Bank National Association, as trustee (the “Trustee”).

SECTION 1. Purpose of the Disclosure Agreement. This Disclosure Agreement is being executed and delivered by the County acting on behalf of itself and the Authority, for the benefit of the holders of the Series 2019 Bonds and in order to assist the Participating Underwriters (defined below) in complying with the Rule (defined below). Under the Rule, the County is an “obligated person.” The County acknowledges that it is undertaking primary responsibility for any reports, notices or disclosures that may be required under this Disclosure Agreement.

SECTION 2. Definitions. In addition to the definitions set forth in the Trust Agreement, which apply to any capitalized term used in this Disclosure Agreement unless otherwise defined in this Section, the following capitalized terms shall have the following meanings:

“Annual Report” shall mean any Annual Report provided by the County pursuant to, and as described in, Sections 3 and 4 of this Disclosure Agreement.

“Dissemination Agent” shall mean the County, acting in its capacity as Dissemination Agent hereunder, or any successor Dissemination Agent designated in writing by the County and which has filed with the County a written acceptance of such designation.

“Filing Date” shall have the meaning given to such term in Section 3(a) hereof.

“Financial Obligation” means a (a) debt obligation; (b) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation; or (c) guarantee of a debt obligation or any such derivative instrument; provided that “financial obligation” shall not include municipal securities (as defined in the Securities Exchange Act of 1934, as amended) as to which a final official statement (as defined in the Rule) has been provided to the MSRB consistent with the Rule.

“Fiscal Year” shall mean the twelve month period at the end of which financial position and results of operations are determined. Currently, the County’s Fiscal Year begins July 1 and continues through June 30 of the next calendar year.

“Holder” or “holder” shall mean, for purposes of this Disclosure Agreement, any person who is a record owner or beneficial owner of the Series 2019 Bonds.

“Listed Events” shall mean any of the events listed in subsection (b)(5)(i)(C) of the Rule, which are as follows:

- (1) principal and interest payment delinquencies;

- (2) non-payment related defaults; if material;
- (3) unscheduled draws on debt service reserves reflecting financial difficulties;
- (4) unscheduled draws on credit enhancements reflecting financial difficulties;
- (5) substitution of credit or liquidity providers, or their failure to perform;
- (6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 570-TEB) or other material notices or determinations with respect to or events affecting the tax status of the Series 2019 Bonds;
- (7) modifications to rights of holders, if material;
- (8) bond calls, if material, and tender offers;
- (9) defeasances;
- (10) release, substitution, or sale of property securing repayment of the Series 2019 Bonds, if material;
- (11) rating changes;
- (12) bankruptcy, insolvency, receivership or similar event of the County;
- (13) the consummation of a merger, consolidation, or acquisition involving the County or the sale of all or substantially all of the assets of the County, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating any such actions, other than pursuant to its terms, if material;
- (14) appointment of a successor or additional paying agent or the change of name of a paying agent, if material;
- (15) incurrence of a Financial Obligation of the County, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of the County, any of which affect security holders, if material; and
- (16) default, event of acceleration, termination event, modification of terms, or other similar events under the terms of a Financial Obligation of the County, any of which reflect financial difficulties.

“MSRB” means the Municipal Securities Rulemaking Board.

“Participating Underwriters” shall mean any of the original underwriters of the Series 2019 Bonds required to comply with the Rule in connection with the offering of such Series 2019 Bonds.

“Repository” shall mean The Electronic Municipal Market Access (“EMMA”) system administered by the MSRB. EMMA is recognized as a National Repository for purposes of the Rule.

“Rule” shall mean Rule 15c2-12 adopted by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as the same may be amended from time to time.

For these purposes, (a) any event described in the immediately preceding paragraph (12) is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent, or similar officer for the County in a proceeding under the United States Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the County or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers of the County in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement, or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the County, and (b) the County intends the words used in the immediately preceding paragraphs (15) and (16) and the definition of Financial Obligation in this Section 2 to have the same meanings as when they are used in the Rule, as evidenced by SEC Release No. 34-83885, dated August 20, 2018.

SECTION 3. Provision of Annual Reports.

A. The County shall, or shall cause the Dissemination Agent to, provide to the Repository an Annual Report which is consistent with the requirements of Section 4 of this Disclosure Agreement. Such Annual Report shall be filed on a date (the "Filing Date") that is not later than March 31 after the end of any Fiscal Year (commencing with its Fiscal Year ending June 30, 2019). Not later than ten (10) days prior to the Filing Date, the County shall provide the Annual Report to the Dissemination Agent (if the County is not acting as Dissemination Agent at such time). In such case, the Annual Report (i) may be submitted as a single document or as separate documents comprising a package, (ii) may cross-reference other information as provided in Section 4 of this Disclosure Agreement, and (iii) shall include the County's audited financial statements or, if audited financial statements are not available, such unaudited financial statements as may be required by the Rule. In any event, audited financial statements of the County must be submitted, if and when available, together with or separately from the Annual Report.

B. The annual financial statements of the County shall be prepared on the basis of generally accepted accounting principles and will be audited. Copies of the audited annual financial statements, which may be filed separately from the Annual Report, will be filed with the Repository when they become publicly available.

C. If the County fails to provide an Annual Report to the Repository by the date required in subsection (A) above or to file its audited annual financial statements with the Repository when they become publicly available, the County shall send a notice in a timely manner to the Repository in substantially the form attached hereto as Exhibit B.

SECTION 4. Content of Annual Reports. Any Annual Report required to be filed hereunder shall contain or incorporate by reference, at a minimum, the following: (i) audited financial statements of the County; and (ii) updated operating data, as described in Exhibit A, all with a view toward assisting Participating Underwriters in complying with the Rule.

Any or all of such information may be incorporated by reference from other documents, including official statements of securities issues with respect to which the County is an "obligated person" (within the meaning of the Rule), which have been filed with the Repository or the Securities and Exchange Commission. If the document incorporated by reference is a final official statement, it must be available from the MSRB. The County shall clearly identify each such other document so incorporated by reference.

SECTION 5. Reporting of Listed Events. The County will provide within 10 business days to the Repository notice of any of the Listed Events.

SECTION 6. Termination of Reporting Obligation. The County's obligations under this Disclosure Agreement shall terminate upon the earlier to occur of the legal defeasance or final retirement of all the Series 2019 Bonds.

SECTION 7. Dissemination Agent. The County may, from time to time, appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Agreement and may discharge any such Dissemination Agent, with or without appointing a successor Dissemination Agent. If at any time there is not any other designated Dissemination Agent, the County shall be the Dissemination Agent.

SECTION 8. Amendment. Notwithstanding any other provision of this Disclosure Agreement, the County may amend this Disclosure Agreement, if such amendment is supported by an opinion of independent counsel with expertise in federal securities laws, to the effect that such amendment is permitted or required by the Rule.

SECTION 9. Additional Information. Nothing in this Disclosure Agreement shall be deemed to prevent the County from disseminating any other information, using the means of dissemination set forth in this Disclosure Agreement or any other means of communication, or including any other information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Agreement. If the County chooses to include any information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is specifically required by this Disclosure Agreement, the County shall have no obligation under this Disclosure Agreement to update such information or include it in any future Annual Report or notice of occurrence of a Listed Event.

SECTION 10. Default. Any person referred to in Section 11 (other than the County) may take such action as may be necessary and appropriate, including seeking mandate or specific performance by court order, to cause the County to file its Annual Report or to give notice of a Listed Event. The holders of not less than a majority in aggregate principal amount of Series 2019 Bonds outstanding may take such actions as may be necessary and appropriate, including seeking mandate or specific performance by court order, to challenge the adequacy of any information provided pursuant to this Disclosure Agreement, or to enforce any other obligation of the County hereunder. A default under this Disclosure Agreement shall not be deemed an event of default under the Authorizing Resolution, the Trust Agreement or the Series 2019 Bonds, and the sole remedy under this Disclosure Agreement in the event of any failure of the County to comply herewith shall be an action to compel performance. Nothing in this provision shall be deemed to restrict the rights or remedies of any holder pursuant to the Securities Exchange Act of 1934, the rules and regulations promulgated thereunder, or other applicable laws.

SECTION 11. Beneficiaries. This Disclosure Agreement shall inure solely to the benefit of the County, the Participating Underwriters, and holders from time to time of the County's bonds and notes, and shall create no rights in any other person or entity.

Date: April __, 2019

FAIRFAX COUNTY, VIRGINIA

By: _____
Chief Financial Officer

EXHIBIT A

CONTENT OF ANNUAL REPORT

Respecting Fairfax County, Virginia:

- (a) audited financial statements of the County;
- (b) **Financial Information.** Updated information concerning General Fund revenues, expenditures, categories of expenditures, fund balances, assessed value of taxable property, tax rates, major taxpayers, and tax levies and collections.
- (c) **Debt Information.** Updated information concerning general obligation bond indebtedness, including bonds authorized and unissued, bonds outstanding, the ratios of debt to the market value of taxable property, debt per capita, and debt service as a percentage of General Fund disbursements.
- (d) **Demographic Information.** Updated demographic information respecting the County such as its population, public school enrollment and per public expenditures.
- (e) **Economic Information.** Updated economic information respecting the County such as income, employment, unemployment, building permits and taxable sales data.
- (f) **Retirement Plans.** Updated information respecting pension and retirement plans for County employees, including a summary of membership, revenues, expenses and actuarial valuation(s) of such plans.
- (g) **Contingent Liabilities.** A summary of material litigation and other material contingent liabilities pending against the County.

In general, the foregoing will include information as of the end of the most recent fiscal year or as of the most recent practicable date. Where information for the fiscal year just ended is provided, it may be preliminary and unaudited. Where information has historically been provided for more than a single period, comparable information will in general be provided for the same number of periods where valid and available. Where comparative demographic or economic information for the County and the United States as a whole is contemporaneously available and, in the judgment of the County, informative, such information may be included. Where, in the judgment of the County, an accompanying narrative is required to make data presented not misleading, such narrative will be provided.

EXHIBIT B

**NOTICE OF FAILURE TO FILE ANNUAL REPORT
[AUDITED ANNUAL FINANCIAL STATEMENTS]**

**Re: FAIRFAX COUNTY REVENUE REFUNDING BONDS ECONOMIC
DEVELOPMENT AUTHORITY
(SIX PUBLIC FACILITIES PROJECTS)
SERIES 2019**

CUSIP NOS. ____-____

Dated: _____, 20__

NOTICE IS HEREBY GIVEN that Fairfax County, Virginia has not provided an Annual Report [Audited Annual Financial Statements] as required by Section 3 of the Continuing Disclosure Agreement, which was entered into in connection with the above-named bonds, the proceeds of which were to pay a portion of the principal amount of an outstanding note. [The County anticipates that the Annual Report [Audited Annual Financial Statements] will be filed by _____.]

Dated: _____

FAIRFAX COUNTY, VIRGINIA

By: _____

NOTICE OF SALE

**FAIRFAX COUNTY ECONOMIC
DEVELOPMENT AUTHORITY, (VIRGINIA)**

\$ _____ *

**Revenue Refunding Bonds
(Six Public Facilities Projects)
Series 2019**

Electronic Bids, BiDCOMP/Parity Competitive Bidding System (“BiDCOMP/Parity”) only, will be received by the Board of Supervisors of the Fairfax County Economic Development Authority (the “Authority”), until [10:45] a.m., Fairfax, Virginia Time, on

March __, 2019*

for the purchase of all, but not less than all, of the Authority \$ _____ * Revenue Refunding Bonds (Six Public Facilities Projects), Series 2019 (the “Bonds”), dated the date of their delivery and maturing, subject to the right of prior redemption as hereinafter set forth, on the 1st day of April in the following years and in the following amounts, respectively:

Initial Maturity Schedule for the Bonds*

<u>Year of Maturity</u>	<u>Principal Amount*</u>	<u>Year of Maturity</u>	<u>Principal Amount*</u>
2020	\$	2027	\$
2021		2028	
2022		2029	
2023		2030	
2024		2031	
2025		2032	
2026			

* Preliminary, subject to change.

The Authority reserves the right to change the date for receipt of bids (the “Scheduled Bid Date”) in accordance with the section of this Notice of Sale entitled “Change of Bid Date and Closing Date; Other Changes to Notice of Sale.”

BID PARAMETERS TABLE FOR THE BONDS*

INTEREST		PROCEDURAL	
Dated Date:	Date of Delivery	Sale Date and Time:	Bids due March __, 2019, at 10:45 a.m. Local Time
Anticipated Delivery/Closing Date:	April __, 2019	Bid Submission:	Electronic bids through BiDCOMP/PARITY Only
Interest Payments Dates:	April 1 and October 1	All or None?	Yes
First Interest Payment Date:	October 1, 2019	Bid Award Method:	Lowest TIC
Coupon Multiples:	1/8 or 1/20 of 1%	Good Faith Deposit:	1% of the Bid Maturity Schedule, as more fully described on page F-6, under “Good Faith Deposit”
Zero Coupons:	Not Permitted	Max TIC	___%
Split Coupons:	Not Permitted		
PRINCIPAL		PRICING	
Optional Redemption:	Due on and after October 1, ____, callable on April 1, ____, and thereafter at par	Max. Aggregate Bid Price:	___%
Post-bid Principal Increases in Aggregate:	10%	Min. Aggregate Bid Price:	___%
Post-bid Principal Reductions in Aggregate:	10%	Max. Price per Maturity:	No Limit
Term Bonds:	[Any two or more consecutive maturities may be designated as Term Bonds]	Min. Price per Maturity:	No Limit
		High Coupon per Maturity:	Not to exceed __%
		Low Coupon per Maturity:	

* Subject to the detailed provisions of this Notice of Sale.

Changes to Initial Maturity Schedule for the Bonds

The Initial Maturity Schedule for the Bonds (the “Initial Maturity Schedule”) set forth on page 1 represents an estimate of the principal amount of Bonds to be sold. The Authority hereby

reserves the right to change the Initial Maturity Schedule, based on market conditions prior to the sale, by announcing any such change not later than 30 minutes prior to the announced time and date for receipt of bids via TM3 (www.tm3.com). The resulting schedule of maturities will become the “Bid Maturity Schedule” for the Bonds. If no such change is announced, the Initial Maturity Schedule will become the Bid Maturity Schedule for the Bonds.

Changes to Bid Maturity Schedule

The Authority hereby further reserves the right to change the Bid Maturity Schedule after the determination of the winning bidder, by increasing or decreasing the aggregate principal amount of the Bonds, subject to the limitation of no more than a 10% increase or decrease in the aggregate principal amount.

THE SUCCESSFUL BIDDER MAY NOT WITHDRAW ITS BID OR CHANGE THE INTEREST RATES BID OR THE INITIAL REOFFERING TERMS (AS HEREAFTER DEFINED) AS A RESULT OF ANY CHANGES MADE TO THE PRINCIPAL AMOUNTS WITHIN THESE LIMITS. The dollar amount bid by the successful bidder will be adjusted to reflect any adjustments in the final aggregate principal amount of the Bonds. Such adjusted bid price will reflect changes in the dollar amount of the underwriters’ discount and original issue discount/premium, if any, but will not change the selling compensation per \$1,000 of par amount of the Bonds from the selling compensation that would have been received based on the purchase price in the winning bid and the Initial Reoffering Terms. The interest rates specified by the successful bidder for the various maturities at the Initial Reoffering Terms will not change. The Authority anticipates that the final annual principal amounts and the final aggregate principal amount of the Bonds will be communicated to the successful bidder within twenty-four hours of the Authority’s receipt of the initial public offering prices and yields of the Bonds (the “Initial Reoffering Terms”).

Book-Entry System

The Bonds will be issued by means of a book-entry system with no physical distribution of bond certificates made to the public. One bond certificate for each maturity of the Bonds will be issued to The Depository Trust Company, New York, New York (“DTC”), and immobilized in its custody. The book-entry system will evidence beneficial ownership interests of the Bonds in the principal amount of \$5,000 and any multiple thereof, with transfers of beneficial ownership interests effected on the records of DTC participants and, if necessary, in turn by DTC pursuant to rules and procedures established by DTC and its participants. The successful bidder, as a condition to delivery of the Bonds, shall be required to deposit the bond certificates with DTC, registered in the name of Cede & Co., nominee of DTC. Interest on the Bonds will be payable on each April 1 and October 1, the first interest payment date being October 1, 2019, and principal of and any redemption premium on the Bonds will be payable at maturity or upon prior redemption, to DTC or its nominee as registered owner of the Bonds. Transfer of principal, interest and any redemption payments to participants of DTC will be the responsibility of DTC, and transfer of principal, interest and any redemption payments to beneficial owners of the Bonds by participants of DTC will be the responsibility of such participants and other nominees of beneficial owners. The Authority will not be responsible or liable for such transfers of

payments or for maintaining, supervising or reviewing the records maintained by DTC, its participants or persons acting through such participants.

If (a) DTC determines not to continue to act as securities depository for the Bonds or (b) the Authority determines that continuation of the book-entry system of evidence and transfer of ownership of the Bonds would adversely affect the interests of the beneficial owners of the Bonds, the Authority will discontinue the book-entry system with DTC. If the Authority fails to select another qualified securities depository to replace DTC, the Authority will deliver replacement Bonds in the form of fully registered certificates.

The Bonds

The Bonds are limited obligations of the Authority payable solely from the revenues pledged under the provisions of a Trust Agreement, dated as of March 1, 2010, and a Second Supplemental Trust Agreement, dated as of [April 1, 2019] (collectively, the “Trust Agreement”) each between the Authority and a trustee. The revenues pledged to the Bonds include payments to be made by Fairfax County, Virginia (the “County”), pursuant to an Installment Purchase Contract, dated March 1, 2010, between the Authority and the County (as supplemented in connection with the Series 2019 Bonds, the Installment Purchase Contract”), in connection with the County’s refinancing of the six public facilities described therein (the “Projects”).

The Series 2019 Bonds are being issued for the purpose of providing funds to refinance the Authority’s Revenue Bonds (Six Public Facilities Projects) Series 2010 maturing [on April 1, 2020* through and including April 1, 2032*, inclusive] (the “Refunded Bonds”) in order to refinance the County’s acquisition of the Projects. [Per the Authority’s authorizing resolution, adopted on ___, 2019, the net present value of the savings to be obtained from the redemption of the Refunded Bonds must not be less than ___% of the par amount of such Refunded Bonds. The Authority reserves the right to reject any bids that do not meet this requirement, in accordance with the section of this notice of sale entitled “–Right of Rejection.”]

[Term Bonds and Mandatory Redemption]

The successful bidder of the Bonds may designate two or more of the consecutive serial maturities to be a term bond maturity equal in aggregate principal amount, and with sinking fund requirements corresponding, to such designated serial maturities.]

Optional Redemption

The Bonds maturing on or after _____ 1, 20__*, are subject to redemption prior to maturity, at the option of the Authority, from any money available for such purpose on any date on or after [April 1, 202_*,] as a whole or in part (in integral multiples of \$5,000) at any time, at a redemption price equal to the principal amount thereof, together with the interest accrued to the redemption date on the principal amount to be redeemed.

* Preliminary, subject to change.

Electronic Bidding and Bidding Procedures

Registration to Bid

All prospective bidders must be contracted customers of i-Deal LLC's BiDCOMP/Parity Competitive Bidding System. If you do not have a contract with BiDCOMP/Parity, call (212) 404-8102 to inquire about becoming a customer. By submitting a bid for the Bonds, a prospective bidder represents and warrants to the Authority that such bidder's bid for the purchase of the Bonds (if a bid is submitted in connection with the sale) is submitted for and on behalf of such prospective bidder by an officer or agent who is duly authorized to bind the prospective bidder to a legal, valid and enforceable contract for the purchase of the Bonds. By contracting with BiDCOMP/Parity, a prospective bidder is not obligated to submit a bid in connection with the sale.

IF ANY PROVISIONS OF THIS NOTICE OF SALE SHALL CONFLICT WITH INFORMATION PROVIDED BY BiDCOMP/Parity AS APPROVED PROVIDER OF ELECTRONIC BIDDING SERVICES, THIS NOTICE OF SALE, AS IT MAY BE AMENDED BY THE AUTHORITY AS DESCRIBED WITHIN, SHALL CONTROL. Further information about BiDCOMP/Parity, including any fee charged, may be obtained from BiDCOMP/Parity at (212) 404-8102.

Disclaimer

Each prospective bidder shall be solely responsible to register to bid via BiDCOMP/Parity. Each qualified prospective bidder shall be solely responsible to make necessary arrangements to access BiDCOMP/Parity for purposes of submitting its bid in a timely manner and in compliance with the requirements of this Notice of Sale. Neither the Authority nor BiDCOMP/Parity shall have any duty or obligation to undertake such registration to bid for any prospective bidder or to provide or assure such access to any qualified prospective bidder, and neither the Authority nor BiDCOMP/Parity shall be responsible for a bidder's failure to register to bid or for proper operation of, or have any liability for any delays or interruptions of, or any damages caused by, BiDCOMP/Parity. The Authority is using BiDCOMP/Parity as a communication mechanism, and not as the Authority's agent, to conduct the electronic bidding for the Bonds. The Authority is not bound by any advice and determination of BiDCOMP/Parity to the effect that any particular bid complies with the terms of this Notice of Sale and in particular the "Bid Specifications" hereinafter set forth. All costs and expenses incurred by prospective bidders in connection with their registration and submission of bids via BiDCOMP/Parity are the sole responsibility of the bidders, and the Authority is not responsible, directly or indirectly, for any of such costs or expenses. If a prospective bidder encounters any difficulty in registering to bid or submitting, modifying or withdrawing a bid for the Bonds, it should telephone BiDCOMP/Parity and notify PFM Financial Advisors LLC, the financial advisor to the Authority and the County, by telephone at (703) 741-0175. After receipt of bids is closed, the County through BiDCOMP/Parity will indicate the apparent successful bidder. Such message is a courtesy only for viewers and does not constitute the award of the Bonds. Each bid will remain subject to review by the Authority to determine its true interest cost rate and compliance with the terms of this Notice of Sale.

Bidding Procedures

Bids must be submitted electronically for the purchase of all, but not less than all, of the Bonds by means of the Fairfax County, Virginia AON (all or none) Bid Form (the “Bid Form”) via BiDCOMP/Parity. Bids must be communicated electronically to BiDCOMP/Parity by 10:45 a.m., Fairfax, Virginia Time on the Scheduled Bid Date unless postponed as described herein (see “Change of Bid Date and Closing Date; Other Changes to Notice of Sale”). Prior to that time, a prospective bidder may input and save the proposed terms of its bid in BiDCOMP/Parity. Once the final bid has been saved in BiDCOMP/Parity, the bidder may select the final bid button in BiDCOMP/Parity to submit the bid to BiDCOMP/Parity. Once the bids are released electronically via BiDCOMP/Parity to the County, each bid will constitute an **IRREVOCABLE** offer to purchase the Bonds on the terms therein provided. For purposes of the electronic bidding process, the time as maintained on BiDCOMP/Parity shall constitute the official Fairfax, Virginia Time. For information purposes only, bidders are requested to state in their bids the true interest cost to the Authority, as described under “Award of Bonds” below, represented by the rate or rates of interest and the bid price specified in their respective bids.

REVOCABLE BIDS ARE NOT PERMITTED.

By submitting a bid for the Bonds, each underwriter certifies it has an established industry reputation for underwriting new issuances of municipal bonds. The Authority will not accept bids from firms without an established industry reputation for underwriting new issuances of municipal bonds.

No bids will be accepted in written form, by facsimile transmission or in any other medium or on any system other than by means of the Bid Form via BiDCOMP/Parity. No bid will be received after the time for receiving such bids specified above.

Good Faith Deposit

After receipt of bids is closed and prior to the award, the apparent successful bidder indicated on BidCOMP/Parity must submit a good faith deposit (the “Deposit”) for 1% of the aggregate par amount set forth in Bid Maturity Schedule to the County by wire transfer. The award to the apparent successful bidder is contingent upon receipt of the Deposit, and the Bonds will not be awarded to such bidder until the County has confirmation of receipt of the Deposit.

Bank Name: Bank of America VA/Rich
 ABA: 026 009 593
 Account Name: County of Fairfax, Deposit Account
 Account Number: 0000 7902 5799
 Attention: Tammy Kennedy-Nichols, 410-547-4320

Reference your company, company contact, phone number or other helpful identification.

Award or rejection of bids will be made by or on behalf of the Authority on the date above stated for the receipt of bids. The proceeds of the Deposit will be held as security for the performance of the successful bidder’s bid and applied to the purchase price of the Bonds, but, in

the event the successful bidder shall fail to comply with the terms of its bid, the Deposit will be retained as and for full liquidated damages. No interest will be allowed thereon.

Award of Bonds

Award or rejection of bids will be made by the Authority prior to 5:00 p.m., Fairfax, Virginia Time on the date of receipt of bids. ALL BIDS SHALL REMAIN FIRM UNTIL 5:00 P.M., FAIRFAX, VIRGINIA TIME, ON THE DATE OF RECEIPT OF BIDS. An award of the Bonds, if made, will be made by the Authority within such six and one-quarter hour period of time (10:45 a.m. – 5:00 p.m.).

The Bonds will be awarded to the bidder offering to purchase the Bonds at the lowest “True or Canadian” interest cost (“TIC”), such cost to be calculated by determining the annual interest rate (compounded semiannually) at which the sum of the payments of the principal of and the interest on the Bonds discounted from their payment dates to the dated date of the Bonds equals the aggregate price bid of the Bonds. If two or more bidders offer to purchase the Bonds at the same lowest TIC, the successful bidder will be selected by the Authority by lot from among all such bidders.

Initial Reoffering Terms

The apparent successful bidder shall provide the initial public offering prices to the public (the “Initial Public Offering Prices”) and yields of each maturity of the Bonds (collectively the “Initial Reoffering Terms”) within 30 minutes of receipt of notice that it is the apparent winning bidder.

Right of Rejection

The Authority expressly reserves the right (i) to waive any informalities, (ii) to reject all bids, any incomplete bid or any bid not fully complying with all of the requirements set forth herein, and (iii) to solicit new bids or proposals for the sale of the Bonds or otherwise provide for the public sale of the Bonds if all bids are rejected or the winning bidder defaults, including, without limitation, sale of the Bonds to one or more of the losing or rejected bidders without regard to their original bid or its relationship to any other bid.

Change of Bid Date and Closing Date; Other Changes to Notice of Sale

The Authority reserves the right to postpone, from time to time, the date and time established for the receipt of bids and will undertake to announce any such change via TM3 (www.tm3.com).

Any postponement of the bid date will be announced via TM3 not later than one hour prior to the announced time for receipt of the bids. An alternative bid date and time will be announced via TM3 at least 18 hours prior to such alternative bid date.

On such alternative bid date and time, the Authority will accept bids for the purchase of the Bonds, such bids to conform in all respects to the provisions of this Notice of Sale, except for

the changes in the date and time for bidding and any other changes announced via TM3 at the time the bid date and time are announced.

The Authority may change the scheduled delivery date for the Bonds by notice given in the same manner as set forth for a change in the date for the receipt of bids.

The Authority reserves the right to otherwise change this Notice of Sale. The Authority anticipates that it would communicate any such changes via TM3 by 4:00 p.m., Fairfax, Virginia Time on the date prior to the scheduled date for receipt of bids but no later than 30 minutes prior to the scheduled time and date for receipt of bids.

Conflict Waiver

Norton Rose Fulbright US LLP is serving as Bond Counsel in connection with the issuance and sale of the Bonds. By placing a bid, each bidder represents that it understands that Norton Rose Fulbright US LLP, in its capacity as Bond Counsel, represents the Authority and the County, and the successful bidder waives any conflict of interest that Norton Rose Fulbright US LLP's involvement in connection with the issuance and sale of the Bonds to such successful bidder presents.

Establishment of Issue Price

The successful bidder shall assist the Authority in establishing the issue price of the Bonds and shall execute and deliver to the Authority prior to the Closing Date a certificate acceptable to Bond Counsel setting forth the reasonably expected Initial Public Offering Price, or the sales price or prices of the Bonds, together with the supporting pricing wires or equivalent communications, substantially in the form attached hereto as Exhibit A, with such modifications as may be appropriate or necessary in the reasonable judgment of the successful bidder, the Authority or Bond Counsel.

The Authority intends that the provisions of Treasury Regulation Section 1.148-1(f)(3)(i) (defining "competitive sale" for purposes of establishing the issue price of the Bonds) will apply to the initial sale of the Bonds (the "competitive sale requirements") because:

- (1) the Authority shall disseminate this Notice of Sale to potential underwriters in a manner that is reasonably designed to reach potential underwriters;
- (2) all bidders shall have an equal opportunity to bid;
- (3) the Authority may receive bids from at least three underwriters of municipal bonds who have established industry reputations for underwriting new issuances of municipal bonds; and
- (4) the Authority anticipates awarding the sale of the Bonds to the bidder who submits a firm offer to purchase the Bonds at the highest price (or lowest interest cost), as set forth in this Notice of Sale.

If the Authority receives less than three bids that conform to the parameters contained herein such that the competitive sale requirements are not satisfied, the Authority intends to treat the Initial Public Offering Price of each maturity of the Bonds as the issue price of that maturity (the “hold-the-offering-price rule”). Consequently, each bidder should assume for purposes of making its bid that for each maturity of the Bonds, the Authority will treat the Initial Public Offering Prices as of the Sale Date of the Bonds as the issue price of the Bonds. The Authority will advise the apparent winning bidder within one hour of receipt of bids if the hold-the-offering-price rule will apply. Attached as Exhibit B is a form of the issue price certificate to be provided by the successful bidder to the Authority prior to the Closing Date if the competitive sale requirements are not satisfied and the hold-the-offering-price rule is applied. Exhibit B is provided in form only and may be modified as may be appropriate or necessary in the reasonable judgment of the successful bidder, the Authority or Bond Counsel.

By submitting a bid, the successful bidder shall, on behalf of the underwriters participating in the purchase of the Bonds, (i) confirm that the underwriters have offered or will offer each maturity of the Bonds to the public on or before the date that the Bonds are awarded by the Authority to the successful bidder (“Sale Date”) at the Initial Public Offering Prices set forth in the bid submitted by the winning bidder, and (ii) agree, on behalf of the underwriters participating in the purchase of the Bonds, that the underwriters will neither offer nor sell any maturity of the Bonds to any person at a price that is higher than the Initial Public Offering Price for such maturity during the period starting on the Sale Date and ending on the earlier of the following:

- (1) the close of the fifth business day after the Sale Date; and
- (2) the date on which the underwriters have sold at least 10% of that maturity of the Bonds to the public at a price that is no higher than the Initial Public Offering Price for such maturity.

The winning bidder shall promptly advise the Authority when the underwriters have sold 10% of that maturity of the Bonds to the public at a price that is no higher than the Initial Public Offering Price if that occurs prior to the close of the fifth (5th) business day after the Sale Date.

The Authority acknowledges that, in making the representation set forth above, the successful bidder will rely on (i) the agreement of each underwriter to comply with the hold-the-offering-price rule, as set forth in an agreement among underwriters and the related pricing wires, (ii) in the event a selling group has been created in connection with the initial sale of the Bonds to the public, the agreement of each dealer who is a member of the selling group to comply with the hold-the-offering-price rule, as set forth in a selling group agreement and the related pricing wires, and (iii) in the event that an underwriter is a party to a retail distribution agreement that was employed in connection with the initial sale of the Bonds to the public, the agreement of each broker-dealer that is a party to such agreement to comply with the hold-the-offering-price rule, as set forth in the retail distribution agreement and the related pricing wires. The Authority further acknowledges that each underwriter shall be solely liable for its failure to comply with its agreement regarding the hold-the-offering-price rule and that no underwriter shall be liable for the failure of any other underwriter, or of any dealer who is a member of a

selling group, or of any broker-dealer that is a party to a retail distribution agreement to comply with its corresponding agreement regarding the hold-the-offering-price rule as applicable to the Bonds.

By submitting a bid, each bidder confirms that:

(i) any agreement among underwriters, any selling group agreement and each retail distribution agreement (to which the bidder is a party) relating to the sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter, each dealer who is a member of the selling group, and each broker-dealer that is a party to such retail distribution agreement, as applicable, to

(A) report the prices at which it sells to the public the Bonds of each maturity allotted to it until it is notified by the successful bidder that either the 10% test has been satisfied as to the Bonds of that maturity or all Bonds of that maturity have been sold to the public, and

(B) comply with the hold-the-offering-price rule, if and for so long as directed by the successful bidder and in the related pricing wires, and

(ii) any agreement among underwriters relating to the sale of the Bonds to the public, together with the related pricing wires, contains or will contain language obligating each underwriter that is a party to a retail distribution agreement to be employed in connection with the initial sale of the Bonds to the public to require each broker-dealer that is a party to such retail distribution agreement:

(A) report the prices at which it sells to the public the unsold Bonds of each maturity allotted to it until it is notified by the successful bidder or such underwriter that either the 10% test has been satisfied as to the Bonds of that maturity or all Bonds of that maturity have been sold to the public, and

(B) comply with the hold-the-offering-price rule, if and for so long as directed by the successful bidder or such underwriter and as set forth in the related pricing wires.

Sales of any Bonds to any person that is a related party to an underwriter shall not constitute sales to the public for purposes of this Notice of Sale. Further, for purposes of this Notice of Sale:

(i) “public” means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an underwriter or a related party,

(ii) “underwriter” means (A) any person that agrees pursuant to a written contract with the Authority (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the public and (B) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (A) to participate in the initial sale of the Bonds to the

public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the public), and

- (iii) a purchaser of any of the Bonds is a “related party” to an underwriter if the underwriter and the purchaser are subject, directly or indirectly, to (i) at least 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other).

Undertakings of the Successful Bidder

The successful bidder shall make a bona fide public offering of all of the Bonds to the general public (excluding bond houses, brokers, or similar persons acting in the capacity of underwriters or wholesalers who are not purchasing for their own account as ultimate purchasers without a view to resell) and will, within 30 minutes after being notified of the award of the Bonds, advise the Authority in writing (via facsimile transmission) of the Initial Reoffering Terms. Prior to the delivery of the Bonds, the successful bidder will furnish a certificate acceptable to Bond Counsel as to the “issue price” of the Bonds within the meaning of Section 1273 of the Internal Revenue Code of 1986, as amended. It will be the responsibility of the successful bidder to institute such syndicate reporting requirements, to make such investigation, or otherwise to ascertain the facts necessary to enable it to make such certification with reasonable certainty.

Delivery

The Bonds will be delivered on or about April __, 2019, in New York, New York, at DTC against payment of the purchase price therefor (less the amount of the Deposit) in Federal Reserve funds.

The approving opinion of Norton Rose Fulbright US LLP, Washington, D.C., in substantially the form appearing in the Preliminary Official Statement, will be furnished without cost to the successful bidder. There will also be furnished the usual closing papers, including certifications as to the Official Statement and no-litigation.

CUSIP Numbers

Application for CUSIP numbers with respect to the Bonds will be made by the Authority’s financial advisor to the Authority and the County, but neither the failure to print CUSIP numbers on the Bonds nor any improperly printed CUSIP numbers shall constitute cause for failure or refusal by the successful bidder to accept delivery or make payment for the Bonds.

The CUSIP Service Bureau's charge for the assignment of numbers shall be paid by the successful bidder.

Official Statements

Copies of the Preliminary Official Statement may be obtained without cost via the Internet at www.i-dealprospectus.com. The Preliminary Official Statement at its date is "deemed final" by the County for purposes of the Securities and Exchange Commission Rule 15c2-12 adopted under the Securities Exchange Act of 1934, as amended (the "Rule"), but is subject to revision, amendment and completion.

After the award of the Bonds, the Authority will prepare copies of the Official Statement (no more than 300) and will include therein such additional information concerning the reoffering of the Bonds as the successful bidder may reasonably request; provided, however, that the Authority will not include in the Official Statement a "NRO" ("not reoffered") designation with respect to any maturity of the Bonds. The successful bidder will be responsible to the Authority in all respects for the accuracy and completeness of information provided by such successful bidder with respect to such reoffering. The Authority expects the successful bidder to deliver copies of such Official Statement to persons to whom such bidder initially sells the Bonds and to The Electronic Municipal Market Access System ("EMMA") administered by the Municipal Securities Rulemaking Board. The successful bidder will be required to acknowledge receipt of such Official Statement, to certify that it has made delivery of the Official Statement to EMMA and to acknowledge that the Authority expects the successful bidder to deliver copies of such Official Statement to persons to whom such bidder initially sells the Bonds and to certify that the Bonds will only be offered pursuant to such Official Statement and only in states where the offer is legal. The successful bidder will be responsible to the Authority in all respects for the accuracy and completeness of information provided by such successful bidder with respect to such reoffering.

In general, the Rule prohibits an underwriter from purchasing or selling municipal securities, such as the Bonds, unless it has determined that the issuer of such securities has committed to provide annually certain information, including audited financial information, and notice of various events described in the Rule, if material. The County will provide to EMMA annual information respecting the County, including audited financial statements. In addition, the County will provide to EMMA the required notice of the occurrence of any events described in the Rule.

Official Statements will be provided within seven (7) business days after the date of the award of the Bonds in such quantities as may be necessary for the successful bidder's regulatory compliance.

Further information will be furnished upon application to PFM Financial Advisors LLC (703) 741-0175.

Reservation of Rights

The right to reject any or all bids and to waive any irregularity or informality in any bid is reserved.

FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY

By: Catherine Lange, Chairman

FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY

\$ _____

Revenue Refunding Bonds (Six Public Facilities Projects), Series 2019

ISSUE PRICE CERTIFICATE

(for Competitive Sales to be modified if Hold-the-Offering-Price Rule applies)

The undersigned, on behalf of [NAME OF UNDERWRITER] (“[SHORT NAME OF UNDERWRITER]”), hereby certifies as set forth below with respect to the sale of the above-captioned obligations (the “Bonds”) of the Fairfax County Economic Development Authority (the “Issuer”).

1. Reasonably Expected Initial Offering Price.

(a) As of the Sale Date, the reasonably expected initial offering prices of the Bonds to the Public by [SHORT NAME OF UNDERWRITER] are the prices listed in Schedule A (the “Expected Offering Prices”). The Expected Offering Prices are the prices for the Maturities of the Bonds used by [SHORT NAME OF UNDERWRITER] in formulating its bid to purchase the Bonds. Attached as Schedule B is a true and correct copy of the bid provided by [SHORT NAME OF UNDERWRITER] to purchase the Bonds.

(b) [SHORT NAME OF UNDERWRITER] was not given the opportunity to review other bids prior to submitting its bid.

(c) The bid submitted by [SHORT NAME OF UNDERWRITER] constituted a firm offer to purchase the Bonds.

2. Defined Terms.

(a) *Maturity* means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate Maturities.

(b) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term “related party” for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(c) *Sale Date* means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is [DATE].

(d) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written

contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents [SHORT NAME OF UNDERWRITER]'s interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the Tax Certificate with respect to the Bonds and with respect to compliance with the federal income tax rules affecting the Bonds, and by Norton Rose Fulbright US LLP in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds.

[NAME OF UNDERWRITER]

By: _____

Name: _____

Title: _____

Dated: _____

SCHEDULE A TO ISSUE PRICE CERTIFICATE
EXPECTED OFFERING PRICES

(Attached)

SCHEDULE B TO ISSUE PRICE CERTIFICATE

[Copy of Bid Submitted by Underwriter]

Exhibit B**FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY**

§ _____

Revenue Refunding Bonds (Six Public Facilities Projects), Series 2019**ISSUE PRICE CERTIFICATE
(if Hold-the-Offering-Price Rule applies)**

The undersigned, on behalf of [NAME OF UNDERWRITER] (“[SHORT NAME OF UNDERWRITER]”) [and the other members of the underwriting syndicate (together, the “Underwriting Group”)], hereby certifies as set forth below with respect to the sale and issuance of the above-captioned obligations (the “Bonds”) of Fairfax County Economic Development Authority (the “Issuer”).

1. ***Initial Offering Price of the Hold-the-Offering-Price Maturities.***

(a) [SHORT NAME OF UNDERWRITER][The Underwriting Group] offered the Hold-the-Offering-Price Maturities to the Public for purchase at the respective initial offering prices listed in Schedule A (the “Initial Offering Prices”) on or before the Sale Date. A copy of the pricing wire or equivalent communication for the Bonds is attached to this certificate as Schedule B.

(b) As set forth in the [Bond Purchase Agreement][Notice of Sale and bid award], [SHORT NAME OF UNDERWRITER][The Underwriting Group] agreed in writing on or prior to the Sale Date that, (i) for each Maturity of the Hold-the-Offering-Price Maturities, [it][they] would neither offer nor sell any of the Bonds of such Maturity to any person at a price that is higher than the Initial Offering Price for such Maturity during the Holding Period for such Maturity (the “hold-the-offering-price rule”), and (ii) any selling group agreement shall contain the agreement of each dealer who is a member of the selling group, and any retail distribution agreement shall contain the agreement of each broker-dealer who is a party to the retail distribution agreement, to comply with the hold-the-offering-price rule. Pursuant to such agreement, no Underwriter (as defined below) offered or sold any Maturity of the Hold-the-Offering-Price Maturities at a price that is higher than the respective Initial Offering Price for that Maturity of the Bonds during the Holding Period.

2. ***Defined Terms.***

(a) *Hold-the-Offering-Price Maturities* means those Maturities of the Bonds listed in Schedule A hereto as the “Hold-the-Offering-Price Maturities.”

(b) *Holding Period* means, with respect to a Hold-the-Offering-Price Maturity, the period starting on the Sale Date and ending on the earlier of (i) the close of the fifth business day

after the Sale Date, or (ii) the date on which [SHORT NAME OF UNDERWRITER][The Underwriting Group] sold at least 10% of such Hold-the-Offering-Price Maturity to the Public at prices that are no higher than the Initial Offering Price for such Hold-the-Offering-Price Maturity.

(c) *Maturity* means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate maturities.

(d) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term “related party” for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(e) *Sale Date* means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is [date of award].

(f) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents [SHORT NAME OF UNDERWRITER]’s interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the Tax Certificate with respect to the Bonds and with respect to compliance with the federal income tax rules affecting the Bonds, and by Norton Rose Fulbright US LLP in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038-G, and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds.

[NAME OF UNDERWRITER]

By: _____

Name: _____

Title: _____

Dated: _____

SCHEDULE A
INITIAL OFFERING PRICES OF THE HOLD-THE-OFFERING-PRICE MATURITIES
(Attached)

SCHEDULE B
PRICING WIRE OR EQUIVALENT COMMUNICATION
(Attached)

FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY

to

U.S. BANK NATIONAL ASSOCIATION,

as Trustee

SECOND SUPPLEMENTAL TRUST AGREEMENT

Authorizing the Issuance of and Securing

\$ _____

Revenue Refunding Bonds (Six Public Facilities Projects)
Series 2019

Dated as of April 1, 2019

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SECOND SUPPLEMENTAL TRUST AGREEMENT

This **SECOND SUPPLEMENTAL TRUST AGREEMENT**, dated as of April 1, 2019 (this “Second Supplemental Trust Agreement”), by and between **FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY**, a political subdivision of the Commonwealth of Virginia (the “EDA”), and **U.S. BANK NATIONAL ASSOCIATION**, a banking corporation duly organized and existing under the laws of the United States of America, and having a corporate trust office in Richmond, Virginia, which is authorized under such laws to exercise corporate trust powers, is subject to examination by state authority, and is trustee under the Trust Agreement hereinafter mentioned (the “Trustee”):

W I T N E S S E T H:

WHEREAS, EDA has heretofore caused to be executed and delivered a trust agreement, dated as of March 1, 2010 (the “Trust Agreement”), by and between EDA and the Trustee, for the purpose of fixing and declaring the conditions upon which bonds are to be issued, authenticated, delivered, secured and accepted by all persons who shall from time to time be or become holders thereof, and in order to secure the payment of all bonds at any time issued and outstanding thereunder, and the interest thereon, according to their tenor, purport and effect; and

WHEREAS, EDA authorized the issuance of its Revenue Bonds (Six Public Facilities Projects) Series 2010 (the “Series 2010 Bonds”) in accordance with the Trust Agreement and the First Supplemental Trust Agreement, dated as of March 1, 2010 (the “First Supplemental Trust Agreement”) for the purpose of providing funds, together with other available funds, to (i) finance the cost for Fairfax County, Virginia (the “County”), to exercise purchase options under certain capital lease obligations of the County with certain third party lessors pursuant to which the County was obligated, on a subject to appropriation basis, to make rental payments to pay debt service on the following obligations: (i) the \$29,000,000 aggregate initial principal amount of Certificates of Participation, issued pursuant to a Trust Indenture, dated November 1, 2000, between MDP Buckman LLC and State Street Bank and Trust Company, N.A., (succeeded by U.S. Bank National Association) as trustee (the “South County Government Center COPs”); and (ii) (a) the \$6,390,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority’s Lease Revenue Bonds (Mott and Gum Community Centers) Series 1996, issued pursuant to an Indenture of Trust, dated as of September 15, 1996, between Fairfax County Redevelopment Authority (“FCRHA”) and Crestar Bank (succeeded by The Bank of New York Mellon), as trustee; (b) the \$5,500,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority’s Lease Revenue Bonds (Bailey’s Community Center) Series 1998 issued pursuant to an Indenture of Trust, dated as of December 1, 1998 between FCRHA and Crestar Bank (succeeded by The Bank of New York Mellon), as trustee; (c) the \$1,000,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority’s Adult Day Health Care Center Lease Revenue Bonds (Herndon Harbor House Phase II Project) Series 1999 issued pursuant to a Trust Indenture, dated as of May 1, 1999 between FCRHA and Crestar Bank (succeeded by The Bank of New York Mellon), as trustee; and (d) the \$10,870,000 aggregate initial principal amount of the Fairfax County Redevelopment and Housing Authority’s Lease Revenue Bonds (James Lee Community Center) Series 2004 issued pursuant to an Indenture of Trust, dated as of August 1, 2004,

between FCRHA and Wachovia Bank, National Association (succeeded by The Bank of New York Mellon), as trustee (collectively, the “FCRHA Indebtedness” and, together with the South County Government Center COPs, the “Original Obligations”), all such Original Obligations having been issued to finance the construction or improvement of projects leased to the County (the “Projects”) and (ii) to pay costs in connection with the issuance of the Series 2010 Bonds; and

WHEREAS, EDA has, by resolution adopted on _____, 2019 (the “Authorizing Resolution”), authorized the issuance of \$ _____ aggregate principal amount of its Revenue Refunding Bonds (Six Public Facilities Projects), Series 2019 (the “Series 2019 Bonds”) to refund the Series 2010 Bonds and thereby provide interest cost savings to the County; and

WHEREAS, Section 209 of the Trust Agreement contemplates that EDA may fix or provide for in this Second Supplemental Trust Agreement the aggregate principal amount of the Series 2019 Bonds, the maturity dates, the interest rates, the redemption provisions and other details thereof; and

WHEREAS, Section 1101(e) of the Trust Agreement provides that EDA may enter into a supplement to the Trust Agreement, in form satisfactory to the Trustee, which shall not be inconsistent with the terms and provisions of the Trust Agreement, to provide for the issuance and to fix the details of the Series 2019 Bonds issued under Section 209 of the Trust Agreement; and

WHEREAS, the execution and delivery of this Second Supplemental Trust Agreement have been duly authorized by the Authorizing Resolution, and EDA has requested the Trustee to join with it in the execution of this Second Supplemental Trust Agreement; and

WHEREAS, all acts, conditions and things required by the Constitution and laws of the Commonwealth of Virginia and by the resolutions of EDA to happen, exist and be performed precedent to and in the execution of this Second Supplemental Trust Agreement have happened, exist and have been performed as so required; and

WHEREAS, the Trustee has accepted the trusts created by this Second Supplemental Trust Agreement and in evidence thereof has joined in the execution hereof;

NOW, THEREFORE, THIS SECOND SUPPLEMENTAL TRUST AGREEMENT WITNESSETH, that in consideration of the premises and of the acceptance by the Trustee of the trusts created hereby and by the Trust Agreement, and also for and in consideration of the sum of One Dollar to EDA in hand paid by the Trustee at or before the execution and delivery of this Second Supplemental Trust Agreement, the receipt and sufficiency of which is hereby acknowledged, it is mutually agreed and covenanted by and between the parties hereto, as follows:

ARTICLE I

DEFINITIONS

Section 1.01. **Meaning of Words and Terms.** All terms not defined herein shall have the meanings given to them in the Trust Agreement.

“Allocated Bonds” shall mean those Bonds allocated by the County, in a certificate of a County Representative delivered to the Trustee, to the each of the Projects. The revised schedule of Allocated Bonds reflecting the issuance of the Series 2019 Bonds and the defeasance of the Series 2010 Bonds, appears as Schedule I hereto.

“Contract” shall mean the Installment Purchase Contract, dated as of March 10, 2010, between EDA and the County relating to the Projects, as supplemented on the date hereof in connection with the Series 2019 Bonds, together with any other supplements and amendments thereto permitted thereby.

“Deposit Day” shall mean at least five Business Days before each April 1st and October 1st.

“EDA Liabilities” shall mean all expenses and obligations of EDA under the Trust Agreement allocable to the Series 2019 Bonds (other than the Series 2019 Bonds and the principal, interest and any redemption premiums thereon and amounts paid or provided for from the proceeds of the Series 2019 Bonds) including, without limitation: (i) fees and expenses of the Trustee, Paying Agents and Bond Registrar as Trust Agreement Expenses and (ii) any amount payable by EDA to the United States of America as Rebate Liability.

“EDA Representative” shall mean each of the persons at the time designated to act on behalf of EDA in a written certificate furnished to the Trustee, any Paying Agent and the Bond Registrar, which certificate shall contain the specimen of the signature(s) of such person(s) and shall be executed on behalf of EDA by the Chairman.

“Escrow Deposit Agreement” shall mean the Escrow Deposit Agreement, dated as of _____, 2019, between EDA and U.S. Bank National Association, as Escrow Agent.

“FCRHA Indebtedness” has the meaning set forth in the second whereas clause hereof.

“First Supplemental Trust Agreement” has the meaning set forth in the second whereas clause hereof.

“Interest Payment Date” shall mean each April 1 and October 1, commencing October 1, 2019.

“Net Proceeds” when used with respect to any insurance or condemnation award, shall mean the gross proceeds from the insurance or condemnation award with respect to which that term is used remaining after the payment of all out-of-pocket expenses of the parties to the Contract incurred in the collection of such gross proceeds.

“Original Obligations” has the meaning set forth in the second whereas clause hereof.

“Paying Agent” shall mean, U.S. Bank National Association or any successor, the paying agent of the Series 2019 Bonds.

“Payment of Allocated Bonds” shall mean payment of the principal of and interest on all the Allocated Bonds or certain Allocated Bonds allocated to one or more Projects in accordance with their terms, whether through payment at maturity or purchase and cancellation or redemption or provision for such payment in such a manner that the Bonds shall be deemed to have been paid under Section 1301 of the Trust Agreement.

“Principal Payment Date” shall mean each April 1 upon which the principal of the Series 2019 Bonds is stated to mature [or upon which the principal of any Term Bond is subject to mandatory sinking fund redemption.]

“Rebate Liability” shall mean the amount or amounts periodically determined by an Accountant selected by the EDA Representative to be set aside in the Improvement Subfund and the amount or amounts to be paid to the United States of America pursuant to Section 148(f) of the Internal Revenue Code of 1986, as amended.

“Redemption Price” shall mean, with respect to the Series 2019 Bonds or a portion thereof, the principal amount of such Series 2019 Bonds or portion thereof plus the applicable premium, if any, payable upon redemption thereof in the manner contemplated in accordance with the terms of this Second Supplemental Trust Agreement and the Trust Agreement.

“Refunding Bonds” shall mean for purposes of this Second Supplemental Agreement Refunding Bonds issued in accordance with the provisions of the Trust Agreement to refund Series 2019 Bonds or Refunding Bonds issued to refund Refunding Bonds that previously refunded Series 2019 Bonds.

“Series 2010 Bonds” shall mean the Series 2010 Bonds issued pursuant to the provisions of Section 208 of the Trust Agreement and the First Supplemental Trust Agreement.

“Series 2019 Bonds” shall mean the Series 2019 Bonds issued pursuant to the provisions of Section 209 of the Trust Agreement and this Second Supplemental Trust Agreement.

“Sinking Fund Requirements” shall mean, with respect to Term Bonds of each maturity, the principal amount fixed or computed for the retirement of such Term Bonds by purchase or redemption pursuant to the provisions of Section 3.01 of this Second Supplemental Trust Agreement.]

“Term Bonds” shall mean all or some of the Bonds of a series, other than Serial Bonds, stated to be payable by their terms on one or more dates and so designated in this First Supplemental Trust Agreement.

“Trust Agreement Expenses” shall mean those fees and expenses of the Trustee contemplated by Section 903 of the Trust Agreement and the fees and expenses of any Paying

Agent and the Bond Registrar that shall be approved in writing by EDA Representative, in each case allocable to the Series 2019 Bonds.

ARTICLE II

DETAILS OF BONDS; ISSUANCE OF BONDS

Section 2.01. **Terms of the Series 2019 Bonds.** The Series 2019 Bonds shall be designated “Revenue Refunding Bonds (Six Public Facilities Projects) Series 2019”. The Series 2019 Bonds shall be issued in registered form without coupons, registered in the name of CEDE & Co., as nominee of The Depository Trust Company, and numbered R-1 and upward. The definitive Series 2019 Bonds issued under the provisions of this Second Supplemental Agreement shall be Current Interest Bonds issued in substantially the form set forth in Exhibit A hereto. The Series 2019 Bonds shall be issued in the aggregate principal amount of \$_____ shall be dated the day of their delivery and shall be issued in denominations of \$5,000 principal amount and any multiple thereof. The Series 2019 Bonds shall be serial bonds maturing in the years, in the principal amounts and bearing interest at the rates per annum, as follows:

<u>Year</u> <u>April 1</u>	<u>Principal</u> <u>Amount</u>	<u>Interest</u> <u>Rate</u>	<u>Year</u> <u>April 1</u>	<u>Principal</u> <u>Amount</u>	<u>Interest</u> <u>Rate</u>
2020			2027		
2021			2028		
2022			2029		
2023			2030		
2024			2031		
2025			2032		
2026					

Section 2.02. **Authentication.** Upon their execution in the form and manner set forth in the Trust Agreement and this Second Supplemental Agreement, the Series 2019 Bonds shall be deposited with the Bond Registrar for authentication, and the Bond Registrar is hereby authorized and directed to authenticate and the Trustee shall cause the Bond Registrar to deliver the Series 2019 Bonds for the account of the representative of the successful bidders for the Series 2019 Bonds, at The Depository Trust Company, New York, New York, but only upon payment to the Bond Registrar, of \$_____, being the amount of the purchase price of the Series 2019 Bonds net of the amount of the good faith deposit.

Section 2.03. **Requirements Before Issuance.** Before the Series 2019 Bonds shall be delivered by the Bond Registrar, there shall be filed or deposited with the Bond Registrar, each of the documents required by Section 209 (a) to (e), inclusive of the Trust Agreement.

Section 2.04. **Application of the Proceeds of the Series 2019 Bonds.** The proceeds (including any premium) of the Series 2019 Bonds shall be applied by the Trustee simultaneously with the delivery of the Series 2019 Bonds as follows:

(A) To the credit of the Project Acquisition and Improvement Account within the Acquisition and Improvement Subfund, \$_____ for transfer on the date of issuance of the Series 2019 Bonds to the Escrow Agent for the 2010 Bonds for application pursuant to the Escrow Deposit Agreement to the defeasance of the Series 2010 Bonds; and

(B) to the credit of a special subaccount, the “2019 Costs of Issuance Subaccount,” in Costs of Issuance Account in the Acquisition and Improvement Subfund, \$_____, being the balance remaining after the foregoing deposit has been made, for application in accordance with the provisions of Section 402(c) of the Trust Agreement.

ARTICLE III

REDEMPTION OF BONDS

Section 3.01. **Redemption Provisions of the Series 2019 Bonds.**

(a) *Optional Redemption.* The Series 2019 Bonds that are stated to mature after April 1, 202_, are subject to redemption, in the manner and under the terms and conditions provided in the Trust Agreement, at the option of EDA, from any money that may be made available for such purpose, either in whole or in part, as determined by EDA, on any date not earlier than April 1, 201_, at a Redemption Price equal to [100%] of the Series 2019 Bonds to be redeemed, together with the interest accrued thereon to the date fixed for redemption.

(b) *Extraordinary Optional Redemption.* The Series 2019 Bonds are subject to extraordinary optional redemption, in whole or in part, on any date at a price equal to the principal amount thereof, together with interest thereon accrued to the date of redemption, upon the exercise by the County of its option to prepay all or a portion of the purchase price pursuant to the Contract when the following events occur:

(1) Circumstances Under Which County May Not Repair Damage. In the event that any of the Projects or any portion thereof is destroyed by fire or other casualty, the County may, under the Contract, within 90 days after such damage or destruction, elect by written notice to EDA not to repair, reconstruct or restore the affected Project, provided that the Net Proceeds of insurance payable as a result of such damage or destruction together with other money held for the payment of the Bonds and any additional sums paid by the County are sufficient to provide for Payment of the Allocated Bonds relating to such Project. If the County shall, in its notice of election to EDA, state that such Net Proceeds and other money, if any, shall be applied to the redemption of the Allocated Bonds relating to such Project, and such Net Proceeds shall be paid to the Trustee for the account of EDA and applied to the redemption of the Allocated Bonds relating to such Project pursuant to this subsection (c).

(2) Condemnation. If the County shall determine in accordance with the provisions of the Contract that the utility of the any of the Projects cannot be maintained, restored or replaced following a taking, the Net Proceeds payable as a result of such taking shall be paid to the Trustee for the account of EDA, and if the County shall so direct, the Net Proceeds received as a result of such taking together with other money held for the Payment of Allocated Bonds relating to such Project and any additional sums paid by the County shall be applied to the redemption of the Allocated Bonds relating to such Project in accordance with the provisions of this subsection (c).

(c) *Notice of Redemption.* At least 30 but not more than 90 days before the redemption date of any Series 2019 Bonds, whether in whole or in part, the Trustee will cause notice of any such redemption to be mailed by certified mail, return receipt requested, to all holders of Series 2019 Bonds to be redeemed in whole or in part. Any defect in such notice or the failure to mail such notice, shall not affect the validity of the proceedings for the redemption of any other Series 2019 Bonds. While the Series 2019 Bonds are held in the name of DTC or its nominee, such redemption notices will be sent to Cede & Co., not to the beneficial owners of the Series 2019 Bonds.

Any notice of optional or extraordinary optional redemption of the Bonds may state that it is conditioned upon there being available on the redemption date an amount of money sufficient to pay the Redemption Price plus interest accrued and unpaid to the redemption date, and any conditional notice so given may be rescinded at any time before the payment of the Redemption Price of any such condition so specified is not satisfied. If a redemption does not occur after a conditional notice is given due to an insufficient amount of funds on deposit by EDA, the corresponding notice of redemption shall be deemed to be revoked.

If EDA gives an unconditional notice of redemption, then on the redemption date the Series 2019 Bonds called for redemption will become due and payable. If EDA gives a conditional notice of redemption and if on the redemption date money to pay the redemption price of the affected Series 2019 Bonds shall have been set aside in escrow with the Trustee or a depository (either, a “depository”) for the purpose of paying such Series 2019 Bonds, then on the redemption date the Series 2019 Bonds will become due and payable. In either case, if on the redemption date EDA holds money to pay the Series 2019 Bonds called for redemption, thereafter, no interest will accrue on those Series 2019 Bonds, and a Holder’s only right will be to receive payment of the redemption price upon surrender of those Series 2019 Bonds.

ARTICLE IV

2019 ESCROW DEPOSIT

Section 4.01. **Payments from 2019 Redemption and Escrow Deposits.** Money and Defeasance Obligations deposited with any escrow agent pursuant to Section 2.04 of this Second Supplemental Trust Agreement shall be used in accordance with the terms of such applicable Escrow Deposit Agreement.

ARTICLE V

REVENUES, FUNDS AND SUBFUNDS

Section 5.01. **Funds Received.** All Pledged Revenues received by the Trustee shall be credited to the Six Public Facilities Project Fund. The moneys to the credit of the Six Public Facilities Project Fund shall be subject to a lien and charge in favor of the Holders until applied and paid out as herein authorized.

Section 5.02. **Application of Pledged Revenues.** Semi-annually, on or before each Deposit Day, the Trustee withdraw money to the credit of the Six Public Facilities Project Fund and apply such money as provided in Section 502 of the Trust Agreement.

ARTICLE VI

DEPOSITARIES OF MONEY, SECURITY FOR DEPOSITS AND INVESTMENTS

Section 6.01. **Security, Valuation and Investment.** Any and all money relating to the Series 2019 Bonds deposited under this Second Supplemental Trust Agreement and the Trust Agreement shall be secured, invested and valued pursuant to the provisions of Article VI of the Trust Agreement.

ARTICLE VII

GENERAL COVENANTS AND REPRESENTATIONS

Section 7.01. **Payment of Principal, Interest and Premium.** EDA shall cause to be paid, when due, the principal of (whether at maturity, by call for redemption or otherwise) and the premium, if any, and the interest on the Series 2019 Bonds at the places, on the dates and in the manner provided herein and in the Series 2019 Bonds according to the true intent and meaning thereof.

The Series 2019 Bonds are payable, on a parity with any other outstanding Bonds, solely from Pledged Revenues derived by EDA from the Contract and other money pledged under the Trust Agreement and this Second Supplemental Trust Agreement until paid out in accordance with the provisions of the Trust Agreement, amounts credited to the Acquisition and Improvement Subfund. The Series 2019 Bonds issued under this Second Supplemental Trust Agreement and the Trust Agreement shall not be deemed to constitute a pledge of the faith and credit of the Commonwealth or of any political subdivision thereof, including EDA and the County. Neither the faith and credit of the State nor the faith and credit of EDA or the County are pledged to the payment of the principal of or premium, if any, or interest on the Series 2019 Bonds, and the issuance of the Series 2019 Bonds shall not directly or indirectly or contingently obligate the Commonwealth or the County to levy any taxes whatever therefor or to make any appropriation for their payment except from the revenues and receipts provided for their payment under the Trust Agreement and this Second Supplemental Trust Agreement.

Section 7.02. **Request of County to Appropriate.** EDA hereby covenants that it shall, through its EDA Representative, request the County annually for each fiscal year following the

issuance of the Series 2019 Bonds to budget, appropriate and pay to the Trustee an amount equal to the Basic Payments payable by the County under the Contract in such fiscal year. EDA also hereby covenants that it shall, through its EDA Representative, request the County annually for each fiscal year following the issuance of the Series 2019 Bonds to budget, appropriate and apply as provided in the Contract, this Second Supplemental Trust Agreement and the Trust Agreement an amount equal to the estimated Additional Payments payable by the County under the Contract in such fiscal year.

Section 7.03. **Tax Covenants** . EDA agrees that so long as any of the Series 2019 Bonds remain Outstanding, money on deposit in any fund or account maintained in connection with the Series 2019 Bonds, whether or not such money was derived from the proceeds of the sale of the Series 2019 Bonds or from any other source, will not be used in a manner that would cause the Series 2019 Bonds to be “arbitrage bonds” within the meaning of Section 148 of the Internal Revenue Code of 1986, as amended (the “Code”) and applicable regulations promulgated from time to time thereunder.

EDA covenants, that it will not take any action which will, or fail to take any action which failure will, cause interest on the Series 2019 Bonds to become subject to federal income taxation pursuant to the provisions of the Code and regulations promulgated thereunder.

ARTICLE VIII

EVENTS OF DEFAULT AND REMEDIES

Section 8.01. **Events Of Defaults, Remedies, Enforcement of Remedies, Etc.** The Trust Agreement described certain events that constitute defaults and Events of Default in respect of the Series 2019 Bonds, in which events the Holders thereof and the Trustee shall have such remedies, all as provided in Article VIII of the Trust Agreement.

ARTICLE IX

CONCERNING THE TRUSTEE, BOND REGISTRAR, DEPOSITARY AND PAYING AGENT

Section 9.01. **Trustee to Perform Duties of Bond Registrar.** The Trustee accepts and agrees to execute the trusts imposed upon it as Bond Registrar under this Second Supplemental Trust Agreement and under the Trust Agreement as supplemented by this Second Supplemental Trust Agreement, but only upon the terms and conditions set forth in and subject to the provisions of the Trust Agreement, to all of which the parties hereto and the Holders of the Series 2019 Bonds agree.

ARTICLE X

EXECUTION OF INSTRUMENTS BY HOLDERS AND PROOF OF OWNERSHIP OF BONDS

Section 10.01. **Execution of Instruments, Proof of Ownership.** Holders may prove their execution of instruments and their ownership of the Series 2019 Bonds as provided in Article X of the Trust Agreement.

ARTICLE XI

SUPPLEMENTAL TRUST AGREEMENTS

Section 11.01. **Supplemental Agreements Without Consent of Holders.** EDA from time to time and at any time, may enter into such supplements and amendments to this Second Supplemental Trust Agreement as shall be consistent with the terms and provisions of this Second Supplemental Trust Agreement and the Trust Agreement (which supplements and amendments shall thereafter form a part hereof):

(a) to cure any ambiguity or formal defect or omission, or to correct or supplement any provision herein that may be inconsistent with any other provision herein, or

(b) to grant to or confer upon the Holders any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon the Holders, or

(c) to add to the conditions, limitations and restrictions thereafter to be observed by EDA under the provisions of this Second Supplemental Trust Agreement, or

(d) to add to the covenants and agreements of EDA in this Second Supplemental Trust Agreement other covenants and agreements thereafter to be observed by EDA or to surrender any right or power herein reserved to or conferred upon EDA, or

(e) to make change necessary to comply with the requirements of any Rating Agency rating the Series 2019 Bonds at the request of the County, or

(f) to make any other change that, in the judgment of EDA and the Trustee, would not materially adversely affect the security for the Series 2019 Bonds.

Section 11.02. **Modification of Agreements with Consent of Holders.** Subject to the terms and provisions contained in this Section, and not otherwise, the Holders of not less than a majority in aggregate principal amount of Series 2019 Bonds then Outstanding that will be affected by a proposed supplement or amendment to this Second Supplemental Trust Agreement shall have the right, from time to time, anything contained in this Second Supplemental Trust Agreement to the contrary notwithstanding, to consent to and approve the entry by EDA into such supplement or amendment as shall be deemed necessary or desirable by EDA for the purpose of modifying, altering, amending, adding to or rescinding, in any particular, any of the

terms or provisions contained in this Second Supplemental Trust Agreement; provided, however, that nothing herein contained shall permit, or be construed as permitting (a) an extension of the maturity of the principal of or the interest on any Series 2019 Bonds issued hereunder, or (b) a reduction in the principal amount of any Series 2019 Bonds or the redemption premium or the rate of interest thereon, or (c) the creation of a pledge or lien on the money credited to the Debt Service Subfund, or the Acquisition and Improvement Subfund other than the pledge and lien created by the Trust Agreement and this Second Supplemental Trust Agreement, or (d) a preference or priority of any Series 2019 Bonds over any other Series 2019 Bonds, or (e) a reduction in the aggregate principal amount of Series 2019 Bonds required for consent to such supplemental agreement. Nothing herein contained, however, shall be construed as making necessary the approval by the Holders of the adoption and acceptance of any supplement or amendment to this Second Supplemental Trust Agreement as authorized in Section 11.01 of this Article or of any supplement or amendment to the Trust Agreement as authorized in Section 1101 thereof.

If at any time EDA shall determine that it is desirable to enter any supplement or amendment to this Second Supplemental Trust Agreement for any of the purposes of this Section, EDA shall cause notice of the proposed execution of such supplement or amendment to be mailed, first class, postage prepaid, to all Holders. Such notice shall briefly set forth the nature of the proposed supplement or amendment to this Second Supplemental Trust Agreement and shall state that copies thereof are on file at the principal corporate trust office of the Trustee for inspection by all Holders. EDA shall not, however, be subject to any liability to any Holder by reason of its failure to mail the notice required by this Section, and any such failure shall not affect the validity of such supplement or amendment to this Second Supplemental Trust Agreement when approved and consented to as provided in this Section.

Whenever, at any time within three years after the date of the first mailing of such notice, EDA shall receive an instrument or instruments in writing purporting to be executed by the Holders of not less than a majority in aggregate principal amount of the Series 2019 Bonds then outstanding that are affected by a proposed supplement or amendment to this Second Supplemental Trust Agreement, which instrument or instruments shall refer to the proposed supplemental resolution described in such notice and shall specifically consent to and approve the execution thereof in substantially the form of the copy thereof referred to in such notice, thereupon, but not otherwise, EDA may adopt such supplemental resolution in substantially such form, without liability or responsibility to any Holder, whether or not such Holder shall have consented thereto.

If the Holders of not less than a majority in aggregate principal amount of the Series 2019 Bonds Outstanding that are affected by a proposed supplement or amendment to this Second Supplemental Trust Agreement at the time of the execution of such supplement or amendment shall have consented to and approved the execution thereof as herein provided, no Holder shall have any right to object to the execution of such supplement or amendment, or to object to any of the terms and provisions contained therein or the operation thereof, or in any manner to question the propriety of the adoption thereof, or to enjoin or restrain EDA from entering into the same or from taking any action pursuant to the provisions thereof.

Upon the execution of any supplement or amendment to this Second Supplemental Trust Agreement pursuant to the provisions of this Section, this Second Supplemental Trust Agreement shall be and be deemed to be modified and amended in accordance therewith, and the respective rights, duties and obligations under this Second Supplemental Trust Agreement of EDA, the Trustee, the Bond Registrar and all Holders shall thereafter be determined, exercised and enforced in all respects pursuant to the provisions of this Second Supplemental Trust Agreement as so modified and amended.

Section 11.03. Exclusion of Bonds. Series 2019 Bonds owned or held by or for the account of EDA or the County shall not be deemed outstanding Series 2019 Bonds for the purpose of any consent or other action or any calculation of outstanding Series 2019 Bonds provided for in this Article or Article XII, and EDA as holder of such Series 2019 Bonds shall not be entitled to consent or take any other action provided for in this Article or Article XII. At the time of any consent or other action taken under this Article or Article XII, EDA shall furnish the Trustee a certificate signed by an EDA Representative, upon which the Trustee may rely, describing all Series 2019 Bonds so to be excluded.

Section 11.04. Trustee Entitled to Exercise Discretion. In each and every case provided for in this Article, the Trustee shall be entitled to exercise its discretion in determining whether or not any proposed supplement or amendment to this Second Supplemental Trust Agreement, or any term or provision therein contained, is desirable, having in view the purposes of such instrument, the needs of EDA, the rights and interests of the Holders, and the rights, obligations and interests of the Trustee, and the Trustee shall not be under any responsibility or liability to EDA or to any Holder or to anyone whomsoever for its refusal in good faith to enter into any such supplement or amendment to this Second Supplemental Trust Agreement if such agreement is deemed by it to be contrary to the provisions of this Article. The Trustee shall be entitled to receive, and shall be fully protected in relying upon, the opinion of any counsel approved by it, who may be counsel for EDA, as evidence that any such proposed supplement or amendment does or does not comply with the provisions of this Second Supplemental Trust Agreement and the Trust Agreement, and that it is or is not proper for it, under the provisions of this Article, to join in the execution of such supplement or amendment.

ARTICLE XII

SUPPLEMENTS AND AMENDMENTS TO THE CONTRACT

Section 12.01. Supplements and Amendments Not Requiring Holders' Consent. EDA may enter into supplements and amendments to the Contract only in accordance with the provisions of this Article. From time to time and at any time, EDA may enter into such supplements and amendments as it shall deem not adverse to the interests of the Holders of the Series 2019 Bonds after thirty (30) days' prior notice to, but without the consent of, the Trustee. From time to time and at any time, EDA may enter into other supplements and amendments to the Contract, and the Trustee may consent to such amendments and supplements to the Contract as shall not, in the judgment of the Trustee, be materially adverse to the interests of the Holders of the Series 2019 Bonds (which supplements and amendments shall thereafter form a part thereof),

(a) to cure any ambiguity or formal defect or omission in the Contract or in any supplement or amendment thereto, or

(b) to grant to or confer upon EDA or the Trustee, for the benefit of the Holders of the Series 2019 Bonds, any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon the Holders of the Series 2019 Bonds or EDA or the Trustee, or

(c) to make any other change in the Contract, provided only that no such change shall be made to provisions of the Contract relating to payments that would, in the judgment of the Trustee, be materially adverse to the interests of the Holders.

Amendments or supplements to the Contract pursuant to this Section 12.01 may be made without the consent of the Holders.

Section 12.02. Supplements and Amendments Requiring Holders' Consent. Except for supplements or amendments provided for in Section 12.01, EDA shall not enter into and the Trustee shall not consent to any supplement or amendment to the Contract unless notice of the proposed execution of such supplement or amendment shall have been given and the Holders of more than a majority in aggregate principal amounts of the Series 2019 Bonds then outstanding shall have consented to and approved the execution thereof, in the same manner as provided for in Section 11.02 hereof in the case of supplements and amendments to this Second Supplemental Trust Agreement; provided that the Trustee shall be entitled to exercise its discretion in consenting or not consenting to any such supplement or amendment in the same manner as provided for in Section 11.04 hereof in the case of supplements and amendments to this Second Supplemental Trust Agreement.

ARTICLE XIII

DEFEASANCE

Section 13.01. Defeasance. When (a) the Series 2019 Bonds secured hereby shall have become due and payable in accordance with their terms or otherwise as provided in this Second Supplemental Trust Agreement or the Trust Agreement, and (b) the whole amount of the principal and the interest and premium, if any, so due and payable upon all Series 2019 Bonds shall be paid or if the Trustee, the Bond Registrar or any Paying Agent shall hold sufficient moneys or Defeasance Obligations the principal of and the interest on which, when due and payable, will provide sufficient money to pay the principal of, and the interest and redemption premium, if any, on all Series 2019 Bonds then outstanding to the maturity date or dates of such Series 2019 Bonds [or dates fixed for Sinking Fund Redemption] or to the date or dates specified for the optional or extraordinary optional redemption thereof, and (c) if Series 2019 Bonds are to be called for redemption, irrevocable instructions to call unconditionally the Series 2019 Bonds for redemption shall have been given by EDA, and (d) sufficient funds shall also have been provided or provision made for paying all other obligations payable hereunder by EDA, then and in that case the right, title and interest of the Holders in the Subfunds mentioned in this First Supplemental Agreement and the Trust Agreement shall thereupon cease, determine and become void and, on demand of EDA and upon being furnished with an opinion, in form and substance

satisfactory to the Trustee, of counsel nationally recognized as expert in legal matters relating to states and their political subdivisions, to the effect that all conditions precedent to the release of this Second Supplemental Trust Agreement have been satisfied, the Trustee shall release this First Supplemental Trust Agreement and shall execute such documents to evidence such release as may be reasonably required by EDA and shall turn over to EDA, any surplus in any and all balances remaining in all Subfunds that are allocable to the Series 2019 Bonds, other than moneys held for the redemption or payment of Series 2019 Bonds. Otherwise, this Second Supplemental Trust Agreement shall be, continue and remain in full force and effect; provided, that, in the event Defeasance Obligations shall be deposited with and held by the Bond Registrar or any Trustee or Paying Agent as hereinabove provided, (i) in addition to the requirements set forth in Article III of this Second Supplemental Trust Agreement, EDA, within thirty (30) days after such moneys or Defeasance Obligations shall have been deposited with it, shall cause a notice signed by the Bond Registrar to be mailed to all Holders of the Series 2019 Bonds setting forth (a) the date or dates, if any, designated for the redemption of the Series 2019 Bonds, (b) the deposit of such moneys or Defeasance Obligations so held by it, and (c) that this Second Supplemental Trust Agreement has been released in accordance with the provisions of this Section, and (ii) the Bond Registrar shall retain such rights, powers and privileges under this Second Supplemental Trust Agreement as may be necessary and convenient for the registration of transfer and exchange of Series 2019 Bonds.

All money and Defeasance Obligations held by the Trustee or any Paying Agent (or the Bond Registrar) pursuant to this Section shall be held in trust and applied to the payment, when due, of the obligations payable therewith.

ARTICLE XIV

MISCELLANEOUS PROVISIONS

Section 14.01. Second Supplemental Trust Agreement as supplemental agreement. This Second Supplemental Trust Agreement is executed and shall be construed as an agreement supplemental to the Trust Agreement, and shall form a part thereof, and, as hereby supplemented, the Trust Agreement is hereby ratified, approved and confirmed.

Section 14.02. Recitals, Statements and Representations made by EDA, not Trustee. The recitals, statements and representations contained herein shall be taken and construed as made by and on the part of EDA and not by the Trustee, and the Trustee assumes and shall be under no responsibility for the correctness of the same.

Section 14.03. EDA, County, Trustee and Bondholders Alone to Have Rights. Nothing in this Second Supplemental Trust Agreement expressed or implied is intended or shall be construed to give to any person other than EDA, the County, the Trustee and the Holders of the Series 2019 Bonds issued under the Trust Agreement and this Second Supplemental Trust Agreement any legal or equitable right, remedy or claim under or in respect of this First Supplemental Trust Agreement, or under any covenant, condition or provisions therein or herein or in said Series 2019 Bonds contained; and all such covenants, conditions and provisions are and shall be held to be for the sole and exclusive benefit of EDA, the County, the Trustee and the

Holders of said Series 2019 Bonds issued under the Trust Agreement and this Second Supplemental Trust Agreement.

Section 14.04. **Headings Not Part of Agreement; Certain Definitions.** The title of Sections and any wording on the cover of this Second Supplemental Trust Agreement are inserted for convenience only and are not a part hereof.

Section 14.05. **Covenants to Bind Successors .** All the covenants, stipulations, promises and agreements in this Second Supplemental Trust Agreement contained made by or on behalf of EDA or for the Trustee shall inure to and bind their respective successors and assigns.

IN WITNESS WHEREOF, Fairfax County Economic Development Authority has caused this Second Supplemental Trust Agreement to be executed by its Chairman and its official seal to be impressed hereon and attested by its Secretary, and U.S. Bank National Association has caused this Second Supplemental Trust Agreement to be executed in its behalf by [an Assistant] Vice President, all as of the day and year first above written.

**FAIRFAX COUNTY ECONOMIC
DEVELOPMENT AUTHORITY**

By _____
Chairman

[SEAL]

Attest:

Secretary

**U.S. BANK NATIONAL ASSOCIATION,
as Trustee**

By _____
[Assistant] Vice President

Schedule I

Initial Schedule of Allocated Bonds
Debt Service

[To be revised]

Maturity (Series 2019 Bonds)	[FCRHA 1996 Project]	[FCRHA 1998 Project]	FCRHA 1999 Project	2000 COPs Project	[FCRHA 2004 Project]	Total Debt Service
2020						
2021						
2022						
2023						
2024						
2025						
2026						
2027						
2028						
2029						
2030						
2031						
2032						

Schedule II**Projects**

Original Obligations	Project
Fairfax County Redevelopment and Housing Authority's Lease Revenue Bonds (Mott and Gum Springs Community Centers) Series 1996	The 9.2 acre land site, the 7,600 square foot building and related improvements known as Mott Community Center which is located at 12111 Braddock Road in Fairfax, Virginia and the 8 acre land site, the renovated and expanded 34,670 square foot building and related improvements known as Gum Springs Community Center which is located at 8100 Fordson Road in Fairfax County, Virginia (the "FCRHA 1996 Project").
Fairfax County Redevelopment and Housing Authority's Lease Revenue Bonds (Bailey's Community Center) Series 1998	The 6.52 acre land site, the 40,873 buildings site and related improvements known as Bailey's Community Center located at 5920 Summers Lane, Bailey's Crossroads, Virginia (the "FCRHA 1998 Project").
Fairfax County Redevelopment and Housing Authority's Adult Day Heath Care Center Lease Revenue Bonds Series (Herndon Harbor House Phase II Project) Series 1999	The adult day health care facility known as Herndon Harbor House Adult Day Care Center constituting Condominium Unit No. 1 in building 2 in the Herndon Harbor House II Condominium, as set forth in the Declaration of Condominium and Exhibits attached thereto, recorded May 14, 1999 in Deed Book 10918 at page 96, among the Land Records of Fairfax County, Virginia (the "FCRHA 1999 Project").
Certificates of Participation, issued pursuant to a Trust Indenture, dated November 1, 2000, between MDP Buckman LLC and State Street Bank and Trust Company, N.A.	The land, building thereon and all equipment therein and thereupon, situate, lying and being in the County of Fairfax, Virginia (the South Fairfax County government Center), more particularly described in the Capital Lease Agreement, between MDP Buckman, LLC and The Board of Supervisors of Fairfax County, Virginia, on behalf of the County of Fairfax Virginia, dated as of November 1, 2000, including as more particularly described in Article III and Exhibits A, B and C thereto (the "2000 COPs Project").
Fairfax County Redevelopment and Housing Authority's Lease Revenue Bonds (James Lee Community Center) Series 2004	The renovation, rehabilitation and expansion of the facility known as the James Lee Community Center and the related improvements on the land located at 2855 Annandale Road, Falls Church, in Fairfax County, Virginia (the "FCRHA 2004 Project").

Exhibit A**[Form of Series 2019 Bond]**

[UNLESS THIS CERTIFICATE IS PRESENTED BY AN AUTHORIZED REPRESENTATIVE OF THE DEPOSITORY TRUST COMPANY, A NEW YORK CORPORATION (“DTC”), TO THE EDA OR ITS AGENT FOR REGISTRATION OF TRANSFER, EXCHANGE, OR PAYMENT, AND ANY CERTIFICATE ISSUED IS REGISTERED IN THE NAME OF CEDE & CO. OR IN SUCH OTHER NAME AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC (AND ANY PAYMENT IS MADE TO CEDE & CO. OR TO SUCH OTHER ENTITY AS IS REQUESTED BY AN AUTHORIZED REPRESENTATIVE OF DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL INASMUCH AS THE REGISTERED OWNER HEREOF, CEDE & CO., HAS AN INTEREST HEREIN.]

No. R-__

\$_____

**United States of America
Commonwealth of Virginia**

**FAIRFAX COUNTY ECONOMIC DEVELOPMENT AUTHORITY
REVENUE REFUNDING BOND
(SIX PUBLIC FACILITIES PROJECTS)
SERIES 2019**

<u>Interest Rate</u>	<u>Maturity Date</u>	<u>Dated Date</u>	<u>CUSIP No.</u>
____%	_____	_____	_____
Holder:	_____		
Principal Amount:	_____		

Fairfax County Economic Development Authority (“EDA”), a political subdivision of the Commonwealth of Virginia, for value received, promises to pay, but solely from the sources and in the manner hereinafter provided, to the Holder named above, or registered assigns, on the Maturity Date set forth above (or earlier as hereinafter referred to), upon the presentation and surrender hereof, at the corporate trust office of the Bond Registrar (hereafter mentioned), in the City of Richmond, Virginia (the “Bond Registrar”), the Principal Amount set forth above in any coin or currency of the United States of America which on the date of payment thereof is legal tender for the payment of public and private debts, and to pay in like coin or currency interest on said Principal Amount on each April 1 and October 1, commencing October 1, 2019, solely from such sources, from the date hereof or the April 1 or October 1 next preceding the date on which this Bond is authenticated unless it is authenticated on April 1 or October 1, in which event from such date, at the Interest Rate set forth above until the principal amount hereof is paid. The

interest so payable and punctually paid or duly provided for on any interest payment date will, as provided in the Trust Agreement hereinafter referred to, be paid by check mailed to the person in whose name this Bond (or one or more Predecessor Bonds, as defined in the Trust Agreement (defined below)) is registered at the close of business on the regular record date for such interest, which shall be the 15th day (whether or not a business day) of the calendar month next preceding such interest payment date. Any such interest not so punctually paid or duly provided for shall forthwith cease to be payable to the registered owner on such regular record date, and may be paid to the person in whose name this Bond (or any Predecessor Bond) is registered at the close of business on a special record date for the payment of such defaulted interest to be fixed by the Bond Registrar, notice whereof being given by the Bond Registrar by mail to the registered owners not less than 10 days prior to such special record date, or may be paid at any time in any other lawful manner not inconsistent with the requirements of any securities exchange on which the Bonds of this series may be listed and upon such notice as may be required by such exchange, or as more fully provided in the Trust Agreement. Such payment of interest shall be by check mailed to the registered owner at such owner's address as it appears on the bond registration books of EDA maintained by the Bond Registrar and shall be made in any coin or currency of the United States of America which on the date of payment thereof is legal tender for the payment of public and private debts.

This Bond is one of a duly authorized series of revenue bonds of EDA, designated "Revenue Refunding Bonds (Six Public Facilities Projects), Series 2019" (the "Bonds"), issued under a Trust Agreement, dated as of March 1, 2019, as Supplemented by a Second Supplemental Trust Agreement, dated as of _____ 1, 2019 (as amended and supplemented as permitted thereby, being hereinafter referred to as the "Trust Agreement"), each by and between EDA and the Trustee (hereinafter mentioned). The Bonds are being issued to refund EDA's Revenue Bonds (Six Public Facilities Projects) Series 2010 and thereby to provide funds for Fairfax County, Virginia (the "County"), to refinance the cost of the County's acquisition of certain projects previously leased to the County as described in the Trust Agreement (the "Projects").

U.S. Bank National Association, a corporation having trust powers, duly organized and doing business under the laws of the United States of America, with a corporate trust office in Richmond, Virginia, has been appointed Trustee, Bond Registrar and Paying Agent for the Bonds under the Trust Agreement.

The Bonds being issued shall be initially held by means of a book-entry system administered by the Securities Depository (as defined in the Trust Agreement). On receipt of the documents referred to in the Trust Agreement, the Trustee shall authenticate one Bond for each maturity registered in the name of the Securities Depository Nominee (as defined in the Trust Agreement), and issue such Bond to the Securities Depository to be immobilized in its custody; provided that if The Depository Trust Company, New York, New York ("DTC") is acting as Securities Depository, such Bond shall be issued to Cede & Co. to be immobilized in its custody pursuant to the rules and procedures of DTC. Thereafter, in the event that Bonds are issued to the owners thereof in bond (physical) form, the Trustee will authenticate and deliver to the owners new Bonds in the principal amount equal to the aggregate principal amount of Bonds then outstanding (less the principal amount of the Bonds not held by means of a book-entry system), registered in the name of the owners, in exchange for the Bond then held by the

Securities Depository and the Securities Depository shall surrender such Bond then held by it to the Trustee for cancellation and destruction in accordance with the terms of the Trust Agreement.

If any Bonds are held by means of a book-entry system, such book-entry system will evidence beneficial ownership of the Bonds so held (or, as applicable, positions held by the Securities Depository's participants, beneficial ownership being evidenced in the records of such participants) in authorized denominations. Registration and transfers of ownership shall be effected on the records of the Securities Depository (and, as applicable, its participants) pursuant to rules and procedures established by the Securities Depository, and the Bond Registrar will provide the Securities Depository with all information required for such purposes. EDA, the Trustee, the Paying Agent and the Bond Registrar will recognize the Securities Depository Nominee, while the registered owner of the Bonds so held, as the owner of the Bonds for all purposes, including (i) payments of principal and purchase price of, and interest on, the Bonds, (ii) notices and (iii) voting. Transfer of principal, interest and purchase price payments to beneficial owners of the Bonds so held will be the responsibility of the Securities Depository (or, as applicable, its participants and other nominees of such beneficial owners). EDA, the Trustee, the Paying Agent and the Bond Registrar will not be responsible or liable for such transfers of payments or for maintaining, supervising or reviewing the records maintained by the Securities Depository, the Securities Depository Nominee, the Securities Depository's participants (if any) or persons acting through such participants. While the Securities Depository Nominee is the owner of the Bonds so held, notwithstanding the provisions hereinabove contained, payments of the principal of and interest on such Bonds shall be made in accordance with the EDA's letter of representations. If, at any time, DTC shall be appointed and act as Securities Depository hereunder, the Paying Agent shall act as "Issuing and Paying Agent" in accordance with DTC's rules and procedures, with respect to the Bonds.

The Bonds are limited obligations of EDA payable solely from the Pledged Revenues (as defined in the Trust Agreement) and from other moneys pledged under the Trust Agreement. Neither the faith and credit of the Commonwealth of Virginia nor the faith and credit of any political subdivision thereof (including EDA and the County) are pledged to the payment of the principal of or the interest or premium, if any, on this Bond. The issuance of this Bond shall not directly or indirectly or contingently obligate the Commonwealth of Virginia or any political subdivision thereof (including EDA and the County) to levy any taxes whatever therefor or to make any appropriation for their payment except from the funds pledged therefor. EDA has no taxing power.

EDA has entered into a Installment Purchase Contract, dated as of March 10, 2010 as supplemented in connection with the issuance of the Bonds (the "Contract"), with the County pursuant to which the County, subject to the terms and conditions of the Contract, has agreed to pay Basic Payments (as defined in the Contract) for the Projects in amounts sufficient to pay the principal of and interest on the Bonds. The obligation of the County under the Contract to pay Basic Payments and make other payments required thereby in any fiscal year of the County is subject to and contingent upon the annual appropriation by the Board of Supervisors of the County of money for such purpose. Under the Trust Agreement, EDA has assigned to the Trustee as security for the Bonds its rights to receive the payments of Basic Payments and such payments constitute "Pledged Revenues" that are pledged under the Trust Agreement to the payment of the Bonds.

Reference is made to the Trust Agreement for a more complete statement of the provisions thereof and of the rights and duties of EDA, the Trustee, the Paying Agent for the Bonds, the Bond Registrar and the registered owners. A copy of the Trust Agreement is on file and may be inspected at the corporate trust office of the Trustee in [Richmond, Virginia.] By the purchase and acceptance of this Bond, the Holder hereof signifies assent to all of the provisions of the aforementioned documents.

This Bond is issued and the Trust Agreement was entered into under and pursuant to the Constitution and laws of the Commonwealth of Virginia, particularly in conformity with the provisions, restrictions and limitations of Chapter 643 of the 1964 Acts of the General Assembly of the Commonwealth of Virginia, as amended, and other applicable law.

The Bonds are issuable as fully registered Bonds in the denomination of \$5,000 or any whole multiple thereof. At the principal corporate trust office of the Bond Registrar, in the manner and subject to the limitations and conditions provided in the Trust Agreement, Bonds may be exchanged for an equal aggregate principal amount of Bonds of the same series and maturity, of any authorized denomination or denominations and bearing interest at the same rate.

The transfer of this Bond is registrable by the Holder hereof in person or by his attorney or legal representative at the principal corporate trust office of the Bond Registrar, but only in the manner and subject to the limitations and conditions provided in the Trust Agreement and upon surrender and cancellation of this Bond. Upon any such registration of transfer, EDA shall execute and the Bond Registrar shall authenticate and deliver in exchange for this Bond a new Bond or Bonds, registered in the name of the transferee, of any authorized denomination or denominations, in an aggregate principal amount equal to the principal amount of this Bond, of the same series and maturity and bearing interest at the same rate. Neither EDA nor the Bond Registrar shall be required to make any exchange or registration of transfer of any Bond after such Bond has been selected for redemption.

The Bonds are subject to redemption, at the option of EDA, in whole or in part, at any time on or after April 1, 202_, at a Redemption Price equal to 100% of the principal amount of the bonds to be redeemed plus accrued interest to the redemption date.

The Bonds are subject to extraordinary optional redemption in whole or in part at a price equal to the principal amount thereof, together with interest thereon accrued to the date of redemption, upon the exercise by the County of its option to prepay all or a portion of the Purchase Price (as defined in the Contract) in any of the circumstances described in the Second Supplemental Trust Agreement, dated as of _____ 1, 2019, by and between EDA and the Trustee. To exercise such option, the County must give written notice to EDA to apply such prepayment in accordance with its terms. The written notice to EDA must make arrangements satisfactory to the Trustee for the giving of the required notice of redemption. Upon receipt by EDA of the of all or a portion of the purchase price from the County, the EDA will release the County from all or a portion of its obligations under the Contract as applicable.

If less than all of the Bonds of any one maturity shall be called for redemption, the particular Bonds or portions of Bonds to be redeemed shall be selected by the Trustee by such method as the Trustee in its sole discretion shall determine.

At least thirty (30) days but not more than ninety (90) days before the redemption date of any Bonds, whether such redemption is in whole or in part, EDA shall cause a notice of any such redemption signed by EDA to be mailed, certified mail, return receipt requested, to all Holders of Bonds to be redeemed in whole or in part, but any defect in such notice or the failure so to mail any such notice to the Holder of any Bond shall not affect the validity of the proceedings for the redemption of any other Bonds. On the date fixed for redemption, notice having been mailed in the manner provided in the Trust Agreement, the Bonds or portions thereof called for redemption shall be due and payable at the redemption price provided therefor, plus accrued interest to such date; provided that any optional redemption shall be, and such notice of redemption shall state that such redemption is, conditioned upon there being available under the terms of the Trust Agreement moneys sufficient to pay such redemption price and accrued interest on such redemption date. If a portion of this Bond shall be called for redemption a new Bond or Bonds in principal amount equal to the unredeemed portion hereof will be issued to the Holder upon the surrender hereof.

Any notice of optional redemption of the Bonds may state that it is conditioned upon there being available an amount of money sufficient to pay the redemption price plus interest accrued and unpaid to the redemption date, and any conditional notice so given may be rescinded at any time before the payment of the redemption price of any such condition so specified is not satisfied. If a redemption does not occur after a conditional notice is given due to an insufficient amount of funds on deposit by the County, the corresponding notice of redemption shall be deemed to be revoked.

If EDA gives an unconditional notice of redemption, then on the redemption date the Bonds called for redemption will become due and payable. If EDA gives a conditional notice of redemption, and the amount of money to pay the redemption price of the affected Bonds shall have been set aside with the Trustee or a depository (either, a "depository") for the purpose of paying such Bonds, then on the redemption date the Bonds will become due and payable. In either case, if on the redemption date EDA holds money to pay the Bonds called for redemption, thereafter no interest will accrue on those Bonds, and a bondholder's only right will be to receive payment of the redemption price upon surrender of those Bonds.

The owner of this Bond shall have no right to enforce the provisions of the Trust Agreement or to institute action to enforce the covenants therein, or to take any action with respect to any event of default under the Trust Agreement, or to institute, appear in or defend any suit or other proceeding with respect thereto, except as provided in the Trust Agreement.

Modifications or alterations of the Contract and the Trust Agreement may be made only to the extent and in the circumstances permitted by the Trust Agreement.

This Bond is issued with the intent that the laws of the Commonwealth of Virginia shall govern its construction.

All acts, conditions and things required to happen, exist and be performed precedent to and in the issuance of this Bond have happened, exist and have been performed as so required.

This Bond shall not be valid or become obligatory for any purpose or be entitled to any benefit or security under the Trust Agreement until it shall have been authenticated by the execution by the Bond Registrar of the certificate of authentication endorsed hereon.

IN WITNESS WHEREOF, Fairfax County Economic Development Authority, Virginia has caused this Bond to be executed with the facsimile signatures of its Chairman and its Secretary and a facsimile of its official seal to be imprinted hereon and this Bond to be dated as set forth above.

**FAIRFAX COUNTY ECONOMIC
DEVELOPMENT AUTHORITY
VIRGINIA**

By _____
Chairman of the
Fairfax County Economic
Development Authority
Virginia

By _____
Secretary of the
Fairfax County Economic
Development Authority
Virginia

CERTIFICATE OF AUTHENTICATION

This Bond is a bond issued under the provisions of the within-mentioned Trust Agreement.

U.S. BANK NATIONAL ASSOCIATION,
Bond Registrar

By _____
Authorized Signatory

Date of authentication:

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned registered owner hereby sells, assigns and transfers unto

Please insert social security or
other identifying number of assignee

(Please Print or Typewrite Name and Address of Transferee)

the within bond, and all rights thereunder, and hereby irrevocably constitutes and appoints _____ attorney to register the transfer of the within bond on the books kept for registration thereof, with full power of substitution in the premises.

Dated: _____

NOTICE: The signature to this assignment must correspond with the name as it appears upon the face of the within bond in every particular, without alteration or enlargement or any change whatever.

Signature Guaranteed* by: _____

*Signature(s) must be guaranteed by an “eligible guarantor institution” meeting the requirements of the Trustee which requirements will include membership or participation in STAMP or such other “signature guarantee program” as may be determined by the Trustee in addition to, or in substitution for, STAMP, all in accordance with the Securities Exchange Act of 1934, as amended.

ACTION - 5

Approval of Request for Virginia Department of Transportation (VDOT) Projects to Meet Stormwater Management Requirements

ISSUE:

Per a Board of Supervisors request at the November 27, 2018, Legislative Committee Meeting, the Department of Public Works and Environmental Services composed a letter to VDOT that formally requests current and future VDOT projects located in Fairfax County meet the County's local stormwater management regulations.

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors formally requests that all current projects under design for use in the public involvement phase, as defined in the VDOT Location and Design Division Instruction and Information Memorandum IIM-LD-195.10, and future VDOT projects located in Fairfax County meet the County's local stormwater management regulations. If it is found that the County's more stringent local stormwater management requirements are not attainable, VDOT should implement requirements to the maximum extent practicable and provide documentation to the County demonstrating that the technical requirements are not fully feasible. Additionally, the County Executive recommends that the Board of Supervisors requests that all stormwater management facilities designed to meet local stormwater management regulations be constructed, inspected, and maintained by VDOT and that the state provide sufficient funding to VDOT to adequately fulfill these needs.

TIMING:

Board action is requested on March 19, 2019.

BACKGROUND:

Fairfax County recognizes the critical importance of transportation projects to the community and continues to support the Commonwealth of Virginia's efforts to advance multi-modal mobility in the region to improve quality of life. The County also knows that transportation projects add significant impervious area to the Chesapeake Bay's and local watersheds and have significant negative impacts on water quality. Section 4.1 of VDOT Location and Design Division Instructional and Informational Memorandum IIM-LD-195.10 regarding stormwater management requirements for VDOT projects (enclosed) notes that, *"When requested by a locality's VSMP Authority, VDOT projects located in jurisdictions that have adopted more stringent stormwater management (SWM) technical criteria than that required by the VSMP Regulations shall be designed, to the largest extent practicable, to meet the locality's more stringent criteria."*

Fairfax County's Stormwater Management Ordinance (Fairfax County Code Chapter 124 Article 5) provides the technical criteria for regulated land-disturbing activities in Fairfax County. Sections of Fairfax County's Stormwater Management Ordinance are more stringent than Parts II B and II C of the Virginia Stormwater Management Program regulations. The enclosed letter to VDOT formally requests that all current projects under design for use in the public involvement phase, as defined in the VDOT memorandum, and future VDOT projects located in Fairfax County meet the County's stricter local stormwater management regulations.

FISCAL IMPACT:

None.

ENCLOSED DOCUMENTS:

Attachment 1: Fairfax County Letter Requesting VDOT Project Meet Local Stormwater Management Requirements

Attachment 2: VDOT Location and Design Division Instructional and Informational Memorandum IIM-LD-195.10

STAFF:

Rachel Flynn, Deputy County Executive

Randolph W. Bartlett, Director, Department of Public Works and Environmental Services



SHARON BULOVA
CHAIRMAN

COMMONWEALTH OF VIRGINIA
County of Fairfax
BOARD OF SUPERVISORS

SUITE 530
12000 GOVERNMENT CENTER PKWY
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE: 703/324-2321
FAX: 703/324-3955
TTY: 711

chairman@fairfaxcounty.gov

Secretary Shannon Valentine
Virginia Department of Transportation
P.O Box 1475
Richmond, Virginia 23218

Reference: Fairfax County Request for VDOT Projects to Meet Local Stormwater
Management Requirements

Dear Secretary Valentine:

Fairfax County recognizes the critical importance of transportation projects to our community and continues to support the Commonwealth's efforts to advance multi-modal mobility in the region to improve our quality of life. We also know that transportation projects add significant impervious area to the Chesapeake Bay's and Fairfax County's watersheds and have significant negative impacts on water quality. Fairfax County would like to partner with VDOT to develop solutions to the stormwater management issues associated with transportation projects.

We reviewed Virginia Department of Transportation (VDOT) Location and Design Division Instructional and Informational Memorandum IIM-LD-195.10 regarding stormwater management requirements for VDOT projects. Section 4.1 of this memorandum (starting on sheet 6), notes that, *"When requested by a locality's VSMP Authority, VDOT projects located in jurisdictions that have adopted more stringent stormwater management (SWM) technical criteria than that required by the VSMP Regulations shall be designed, to the largest extent practicable, to meet the locality's more stringent criteria."*

Fairfax County's Stormwater Management Ordinance provides the technical criteria for regulated land-disturbing activities in Fairfax County. The criteria are provided in Article 5 of Chapter 124 of Fairfax County's code of Ordinances, available at: https://library.municode.com/va/fairfax_county/codes/code_of_ordinances

We believe these criteria are more stringent than Parts II B and II C of the VSMP Regulations. Therefore, on March 19, 2019, the Fairfax County Board of Supervisors voted to, and now, formally requests that all current projects under design for use in the public involvement phase and future VDOT projects located in Fairfax County meet the County's local stormwater management regulations. Per IIM-LD-195.10, if it is found that our more stringent local stormwater management requirements are not attainable, VDOT should implement requirements to the maximum extent practicable and provide documentation to the County demonstrating that the technical requirements are not fully feasible. Additionally, Fairfax County requests that all stormwater management facilities designed to meet local stormwater management regulations be constructed, inspected, and maintained by VDOT and that the state provide sufficient funding to VDOT to adequately fulfill these needs.

Shannon Valentine

Request for VDOT Projects to Meet Local Stormwater Management Requirements

Page 2 of 2

VDOT and Fairfax County are both municipal separate storm sewer system (MS4) permit entities and share the same stormwater management objectives. Fairfax County wishes to partner with VDOT on efforts to find innovative ways to address stormwater management within the right-of-way and directly downstream to meet our mutual MS4 and Chesapeake Bay TMDL goals.

Sincerely,

Sharon Bulova

Chairman

Fairfax County Board of Supervisors

cc: Ann Jennings, Deputy Secretary of Natural Resources for the Chesapeake Bay
David K. Paylor, Director, Virginia Department of Environmental Quality
Bryan J. Hill, Fairfax County Executive
Randolph W. Bartlett, Director, Department of Public Works and Environmental Services (DPWES)
Bill Hicks, Director, Land Development Services
Tom Biesiadny, Director, Fairfax County Department of Transportation
Craig Carinci, Director, DPWES, Stormwater Planning Division
Chad Crawford, Director, DPWES, Maintenance and Stormwater Management Division
Brian Keightley, Director, DPWES, Urban Forest Management Division

Attachment 2

VIRGINIA DEPARTMENT OF TRANSPORTATION

LOCATION AND DESIGN DIVISION

INSTRUCTIONAL AND INFORMATIONAL MEMORANDUM

GENERAL SUBJECT: Virginia Stormwater Management Program	NUMBER: IIM-LD-195.10
SPECIFIC SUBJECT: Requirements for Erosion & Sediment Control and Stormwater Management Plans for VDOT Projects	DATE: June 21, 2018
	SUPERSEDES: IIM-LD-195.9
APPROVAL: Susan H. Keen, P.E. State Location and Design Engineer Approved June 21, 2018	

Due to the number of changes to this IIM, shading has been omitted.

CURRENT REVISION

Revisions have been made throughout this memorandum to update and clarify the requirements (including review and approval efforts) of erosion & sediment control and stormwater management plans for VDOT projects.

Information related to VDOT's roles and responsibilities for erosion & sediment control and stormwater management for Non-VDOT Projects has been moved to and expanded upon in IIM-LD-258.

Refer to VDOT Drainage Manual (Chapter 1) for applicable definitions and abbreviations.

EFFECTIVE DATE

Unless identified otherwise within this IIM, the information contained in this IIM is effective upon receipt.

1.0 PROGRAM PURPOSE AND NEED

1.1 VDOT's Stormwater Management Program

The Virginia Stormwater Management Act, the VSMP Regulations, the Virginia Pollutant Discharge Elimination System (VPDES) General Permit for Discharges of Stormwater from Construction Activities (the Construction Permit) and the VPDES Individual Permit for Discharge of Stormwater from Municipal Separate Storm Sewer System (Permit No. VA0092975) require that VDOT implement a stormwater management (SWM) Program that protects the quality and quantity of state waters from the potential harm of unmanaged stormwater runoff resulting from land-disturbing activities. This IIM addresses the application of these regulatory requirements as they relate to development of Post-Construction Stormwater Management Plans for VDOT land-disturbing activities.

Other elements of VDOT's SWM Program are addressed by the VDOT Drainage Manual and current editions of other IIMs, including:

- IIM-LD-242 which addresses the application of the VPDES General Permit for Discharges of Stormwater from Construction Activities to VDOT (Regulated Land Disturbing Activities (RLDAs));
- IIM-LD-243 which addresses signing and sealing of plans and documents including Erosion and Sediment Control (ESC)/SWM Plans and construction record drawings;
- IIM-LD-251 which addresses the purchase of nutrient credits to address post-construction water quality reduction requirements for VDOT land-disturbing activities associated with construction projects.
- IIM-LD-258 which addresses stormwater requirements for non-VDOT projects.

2.0 PROGRAM ADMINISTRATION

2.1 Administration of VDOT's ESC and SWM Standards and Specifications

VDOT's Annual ESC and SWM Standards and Specifications shall apply to all plan design, construction and maintenance activities administered by VDOT and performed either by its internal workforce or contracted to external entities, where such activities are regulated by the VESC and VSMP Law and Regulations.

VDOT's Annual ESC and SWM Standards and Specifications are a compilation of all VDOT documents related to the design, construction, inspection and maintenance of ESC measures, Pollution Prevention (P2) practices and post-development Best Management Practices (BMP) including, but not limited to, all or a portion of the following:

- Road & Bridge Standards
- Road & Bridge Specifications, Supplemental Specifications and Special Provisions
- IIMs
- Drainage Manual
- Pollution Prevention Field Guide for Construction Activities
- Road Design Manual
- Maintenance Division's BMP Inspection and Maintenance Manuals

VDOT's Annual ESC and SWM Standards and Specifications are housed in an on-line electronic database which includes both the current and previous versions of the standards and specifications. The database is dynamic and items within the database may be added to, deleted or revised at any time to reflect changes or updates to VDOT's ESC and SWM Program.

Approval to use any portions of VDOT's Annual ESC and SWM Standards and Specifications, including this IIM, on non-VDOT projects/land-disturbing activities (e.g. Locality Administered Projects and Land Use Permit projects - see section 3.2 of this IIM for definition of non-VDOT projects/land-disturbing activities) shall be secured from the respective VESCP/VSMP Authority. For non-VDOT projects, the Authority means an authority approved by the State Water Control Board to operate a VESCP or VSMP, and can include the Virginia Department of Environmental Quality (DEQ), a locality, federal entity, another state entity, or linear projects subject to annual standards and specifications. Any approval to use portions of VDOT's Annual ESC and SWM Standards and Specifications, will presumably be part of the VSMP/VESCP Authorities overall plan approval process.

2.2 Approval of VDOT's ESC and SWM Standards and Specifications

VDOT secures an annual approval of its ESC and SWM Standards and Specifications from DEQ. By this approval, DEQ authorizes VDOT to administer its ESC and SWM Program in accordance with the Annual ESC and SWM Standards and Specifications on all regulated land disturbance activities performed by VDOT's internal workforce or contracted by VDOT to external entities.

During any inspections of VDOT land-disturbing activities by DEQ, EPA, or other such regulatory agency, compliance with VDOT's Annual ESC and SWM Standards and Specifications (and all parts thereof) will be expected.

3.0 DETERMINING A REGULATED LAND-DISTURBING ACTIVITY

3.1 VDOT Regulated Land-Disturbing Activities

The SWM and ESC requirements are applicable to all land-disturbing activities where one acre or greater (2,500 square feet or greater in a designated CBPA) of land is disturbed, unless otherwise exempted. ESC requirements apply to all project which disturb greater than or equal to 10,000 square feet (2,500 square feet or greater in a designated CBPA), unless otherwise exempted. See Section 3.3 of this IIM for discussion on the exemption for routine maintenance operations.

The VSMP Regulations and application of this IIM shall apply to all VDOT regulated land-disturbing activities, both construction and maintenance, administered by VDOT and performed either by its internal workforce or contracted to external entities, including those developed/constructed under, the Design/Build (DB) process and the Capital Outlay Program. PPTA/P3 projects are a special case and, while requiring consistency with VDOT standards and specifications, are often considered by DEQ to be “non-VDOT” projects for the purposes of permit issuance and ESC and SWM Plan review and approval. PPTA/P3 entities should consider that projects may be required to meet the local technical and administrative requirements and to secure permits from the applicable VSMP and VESCP Authorities, while at the same time maintaining consistency with the VDOT standards, specifications and contract provisions related to SWM and ESC.

Provisions for VDOT SWM Program administration including plan design, review and approval are further discussed in IIM-LD-242 and Chapter 11 of the VDOT Drainage Manual.

3.2 Non-VDOT Regulated Land-Disturbing Activities

Requirements for non-VDOT projects are referenced in IIM-LD-258.

3.3 Routine Maintenance Activities

Routine maintenance activities are exempt from the Virginia Stormwater Management Act, the attending VSMP Regulations, and the VPDES Construction General Permit requirements regardless of the amount of land disturbance. The routine maintenance exemption does not apply to the ESC Program. See Chapter 10 of the VDOT Drainage Manual for more information on ESC Plan requirements.

Routine maintenance is defined as those activities performed to maintain the original line and grade, hydraulic capacity or original construction of the project. Such activities include, but are not limited to: ditch cleaning operations, pipe replacement or rehabilitation operations, bridge deck replacement and the normal operational procedures for maintaining the travel surface of unpaved/gravel roadways (i.e.,

dragging, blading, grading, etc.). Other potential routine maintenance activities will be reviewed on a case-by-case basis by VDOT and DEQ. Pavement milling and overlay areas that are considered routine maintenance activities would not be considered stormwater management disturbance thresholds. Facilities that support the routine maintenance activity (e.g., disposal areas for surplus dirt, borrow pits, or staging areas) are not considered a part of the routine maintenance operation and, therefore, are not covered under the routine maintenance activity exemption.

For any maintenance activity being classified as routine, proper documentation of original conditions must be kept on file at the District office. Documentation of original conditions can be in the form of old plans, photographs or other such documents depicting the original line and grade, hydraulic capacity, or original construction or purpose of the facility. Written and signed statements from those that know the history of the facility can also serve as documentation of the original conditions.

Where there is any question as to the application of the routine maintenance definition to a land disturbing activity, the appropriate District Hydraulics Engineer should be consulted along with DEQ.

4.0 APPLICATION OF TECHNICAL CRITERIA

4.1 Applicable Technical Criteria

Part II of the VSMP Regulations (9VAC25-870-40 et. seq.) provides administrative and technical criteria for regulated land-disturbing activities.

Part IIB (9VAC25-870-62 et. seq.) contains the “new” technical criteria that include the Runoff Reduction methodology (for determining compliance with water quality requirements) and the Energy Balance Equation (for determining compliance with stream channel erosion requirements). Part IIB technical criteria are applicable to all projects unless the project qualifies for application of Part IIC.

Part IIC (9VAC25-870-93 et. seq.) contains the “old” technical criteria that include the Performance/Technology-Based methodology (for determining compliance with water quality requirements) and MS19 criteria (for determining compliance with stream channel flooding and erosion requirements). Part IIC technical criteria are only applicable if the project qualifies for grandfathering as discussed below.

Design criteria and engineering methodologies to comply with either Part IIB or IIC of the technical criteria in the VSMP Regulations can be found Chapter 11 of the VDOT Drainage Manual.

When requested by a locality's VSMP Authority, VDOT projects located in jurisdictions that have adopted more stringent SWM technical criteria than that required by the VSMP Regulations shall be designed, to the largest extent practicable, to meet the locality's more stringent criteria. For any requests to be considered, the VSMP Authority's more stringent criteria must: 1.) have been adopted pursuant to the Virginia Stormwater Management Act; 2.) the request is made in writing; and 3.) such requests are received prior to the completion of the project's plans for use in the public involvement phase of the project (or other such phase where no public involvement process is required). If it is found that the more stringent local SWM requirements are not practicable for the VDOT project, it will be the responsibility of the SWM Plan Designer to implement the requirements to the maximum extent practicable and to demonstrate to the that VSMP Authority's that the technical requirements are not practicable. Documentation shall be kept with the SWM Plan. Early coordination should occur between the SWM Plan Designer and the local VSMP Authority, in order to identify any such potential requirements or requests.

4.2 Grandfathering

Part II of the VSMP Regulations (9VAC 25-870-48) provides provisions for locality, state and federal projects to be grandfathered under Part IIC provided certain conditions are met. For the purposes of grandfathering VDOT projects, the project shall be considered grandfathered by the VSMP authority and shall be subjected to the Part IIC technical criteria provided the project that can demonstrate an obligation of local, state or federal funding, in whole or in part, prior to July 1, 2012, or the department has approved a SWM Plan prior to this date; a state VPDES permit has not been issued prior to July 1, 2014 and a land disturbance did not commence prior to July 1, 2014.

Any project that is considering utilization of the grandfathering provision shall be evaluated and documented by the District Hydraulics Engineer. The documentation shall clearly demonstrate an obligation of funds prior to July 1, 2012.

When evaluating a project for application of the Grandfathering provision, consideration should be given as to when the project will be advertised and when construction activities will begin. If the project will not begin construction activities prior to July 1, 2019, the project should be designed in accordance with the Part IIB (or the "new") technical criteria. Land disturbing activities grandfathered under subsections A and B of the regulations shall remain subject to the Part II C technical criteria for one additional state permit cycle. After such time, portions of the project not under construction shall become subject to any new technical criteria adopted by the board.

This written evaluation and determination shall be coordinated with the State MS4 Engineer and DEQ. Upon DEQ approval, the status of a project/activity with regards to the grandfathering provision shall be documented using the appropriate note(s) in Section IV of the SWPPP General Information Sheets. If multiple UPCs exist for the project, each UPC should be evaluated separately to determine the extents or segments of the project that qualify for grandfathering. Portions of a project not under construction by July 1, 2019 will become subject to the new technical criteria adopted by the board.

In cases where governmental bonding or public debt financing has been issued for a project prior to July 1, 2012 such project shall be subjected to the Part IIC technical criteria (no limit to grandfathering period specified in regulation).

Projects eligible for grandfathering may still use Part IIB of the technical criteria. However, in doing so, the design details and pollutant removal efficiency of the BMPs shall be in accordance with the information on DEQ's BMP Clearinghouse website or identified on VDOT's approved BMP Standards and Special Provisions.

4.3 Phasing of Construction Project and Associated SWPPP

This section applies to all VDOT projects which will run design and construction in tandem efforts, including D/B projects which are on an expedited delivery schedule.

Where a project will be constructed in phases, the SWPPP shall include an ESC Plan, a SWM Plan, and P2 Plan for each phase that includes the scope and extent of land-disturbing proposed for that phase. The SWPPP for the individual phases will be self-sustaining and not incur a deficit in post construction SWM design requirements requiring mitigation on successive phases. These minimum requirements must be satisfied prior to VPDES permit registration.

The initial SWPPP shall cover, at a minimum, the following items:

- Preliminary construction plans (30-50% complete) documenting the limits of construction and work to be performed;
- ESC Plan for initial phase based upon the existing conditions and work needed for clearing and grubbing, maintenance of traffic, and proposed upland grading;
- Pollution Prevention (P2) Plan for initial phase; and
- Post-Construction SWM including required documentation and calculations, location of all outfalls, identification and description with the water quantity and quality requirements, a topographical site map, and a narrative describing the existing and proposed site conditions.

The initial SWPPP shall contain all required plan content addressed in the VPDES Construction Permit, Stormwater Management Regulations and Erosion and Sediment Control Regulations.

4.4 Selection of Manufactured Treatment Devices (MTDs) and Underground BMPs

In selecting proprietary stormwater systems (MTDs or Underground BMPs), designers and VDOT should strive to design and specify the system that provides the best value to VDOT, considering a variety of factors. Designers should evaluate and compare traditional/conventional Stormwater Management Facilities ("SWM Facilities" - detention, extended detention, filtration systems and infiltration systems) and the proposed underground or manufactured systems to ascertain if the overall value to VDOT is better. This evaluation should include a comparison of capital costs (land, materials and labor), as well as anticipated long-term operation and maintenance costs over the life cycle of the MTD or underground SWM Facilities in comparison to conventional, non-proprietary SWM Facilities alternatives open to the ground surface. When the total life cycle cost for a conventional SWM Facilities alternative is less than for a MTD or underground SWM Facilities, consideration must be given to use of the conventional system, even if the capital costs are higher, unless acquisition of additional R/W or easements are expected to delay the overall project schedule.

If an MTD or underground SWM Facilities determined to be the most appropriate solution, the plans and specifications should identify the minimum performance criterion that the system is expected to meet. Performance criteria may include geometric, hydraulic, materials, operation and maintenance, and water quality characteristics. These performance criteria become the basis for specification and procurement. Specific proprietary systems should not be specified. All products should be selected from the Approved Products List (when feasible) and any water quality performance characteristics (e.g. efficiency, allowable flow rates, etc.) shall be as approved by DEQ.

5.0 EXCEPTIONS FROM TECHNICAL CRITERIA

For those land-disturbing activities where it is determined that water quality requirements cannot be totally achieved utilizing onsite BMPs and/or offsite options (see Chapter 11 of the VDOT Drainage Manual), an exception from the portions of the technical criteria unachievable (e.g., relief from the improvement factor of Energy Balance Equation) may be considered and granted by DEQ provided that VDOT coordinates with DEQ and submits a written exception request. The designer or project manager should coordinate consideration of any exceptions directly the DHE. If deemed warranted or necessary, the DHE will assist in documenting the request for exception. This effort shall be documented in accordance with VDOT's Annual Standards and Specifications, including the completion and submittal of LD-445G form, coordinated by the DHE to the State

MS4 Engineer and DEQ. The request shall include documentation of the need for the exception. The documentation shall describe all means and methods evaluated for meeting the water quality/quantity requirements and the reasons why specific means or methods were determined not feasible. The documentation shall also state that the exception being requested is the minimum necessary to afford relief. Economic hardship alone is not sufficient reason to request an exception.

Any approved exception is to be documented and included in the SWPPP for the project/activity. The appropriate SWPPP General Information Sheet notes are to include the date the exception was approved, by whom it was approved and the nature of the exception (e.g., increased reliance on nutrient credits to ___ lbs. in exceedance of the 25% allowable off site). This same information should be noted and included with other registration information when applying for coverage under the VPDES Construction Permit.

6.0 REVIEW AND APPROVAL OF ESC PLANS

See Section 10.2.2.1 of the VDOT Drainage Manual for certification requirements and review and approval of ESC Plans.

7.0 MAINTENANCE CONSIDERATIONS

Requirements for maintenance of SWM Facilities, the schedule for inspection, maintenance operations, and the identification of persons responsible for the maintenance is addressed in the VDOT Maintenance Division's BMP Inspection and Maintenance Manuals. The long-term operations and maintenance requirements for any SWM Facility shall be considered during SWM Plan development. The applicable inspection and maintenance section of each manual shall be noted using the appropriate note(s) in Section IV of the SWPPP General Information Sheets.

8.0 RECORDKEEPING AND REPORTING

8.1 SWPPP General Information Sheets

The VPDES MS4 and Construction Permits require VDOT to annually report information to DEQ such as the location, type, acres treated and the affected receiving waters of all SWM Facilities (BMPs) installed.

8.2 LD-445D and LD-458 Submittals

BMP information is to be recorded on the SWPPP General Information Sheets and reported through the VPDES Permit Termination Notice Form LD-445D. See the current IIM-LD-242 and Chapter 10 of the VDOT Drainage Manual for additional information.

The LD-458 Surplus Tracking Form will be used to collect any additional phosphorus credit generated by a specific project that could be applied to the TMDL Action Plan in a specific watershed. This form is to be submitted to the State MS4 Engineer for coordination with the Environmental Division.

8.3 Construction Record Drawings

Construction record drawings are required for all permanent SWM Facilities, including approved shop drawings for MTDs, and shall be appropriately signed and sealed by a person registered in the Commonwealth of Virginia as a professional architect, engineer, land surveyor or landscape architect and qualified in the responsible administration of the BMP construction. Construction record documentation shall be provided for all permanent SWM Facilities. The registered professional shall certify that all SWM Facilities have been constructed and made functional in accordance with the SWM Plan. The form LD-445D shall be used to document this certification process. The official record drawings for the project include both the plan drawings and record drawing survey.

Any changes to the proposed SWM Plan or BMPs necessitated during the construction phase of the project, that affects the proposed construction details or the BMP design information shown in the construction plans or documentation, shall be coordinated by the VDOT construction manager with the appropriate VDOT District Hydraulics Engineer. If as-built documentation for permanent SWM Facilities deviates from the approved plans, the Area Construction Engineer should request a review by the District Hydraulics Engineer to determine if modifications to the facility are needed prior to acceptance. As-built documentation should be submitted as early as possible but no less than 30 days prior to expected acceptance. Significant deviation from the approved drawings may delay project acceptance. The record set of construction plans and the BMP information tables in the construction plans or documentation are to be formally revised to reflect any authorized/approved changes to the proposed SWM Plan and/or the proposed BMP construction details. All plan revisions shall be completed in accordance with the VDOT Road Design Manual and the VDOT Construction Division's IIM-CD-2013-12.01, signed and sealed in accordance with Department's sealing and signing policy IIM-LD-243 and filed with the record set of construction plans maintained in the VDOT ProjectWise Plan File Room.

Inspection forms specific to the BMP type(s) should be used to document the construction/installation process. A final inspection for SWM Facilities/BMPs shall be conducted by the VDOT construction manager, the Area Construction Engineer (ACE), the VDOT DHE, the VDOT Maintenance Division Infrastructure Manager (or designee), and the NPDES Coordinator (or their designees). The inspection shall be conducted prior to final project acceptance to identify any required corrective actions, allowing the contractor to perform these corrective actions. The final inspections should be conducted as early as practicable to allow time for corrective actions. Reinspection may be required after receipt of the as-built documentation.

8.4 Transfer of VDOT Responsibility to Others

The footprint occupied by a BMP, that is installed as part of a VDOT project and is part of VDOT's post-construction SWM Plan, may be utilized for other land use and development, provided that all VSMP requirements are transferred to another entity (e.g. developer or locality). An example project would be where a private developer intends to utilize the area occupied by the BMP for parking spaces to service a shopping center. Prior to the transfer of land and elimination of the BMP, the entity shall demonstrate certain conditions have been met:

1. The entity (e.g. developer or locality) shall provide the applicable District Hydraulics Engineer a conceptual plan of how they are going to account for VDOT's SWM requirements;

2. Upon approval from the District Hydraulics Engineer, the entity shall provide an executed agreement stating the SWM requirements are to be transferred to the entity in perpetuity. This agreement shall not preclude any requirements of the VSMP Authority including an executed maintenance agreement for the replacement BMP(s);
3. Demonstrate to the District Hydraulics Engineer that all VSMP requirements will be transferred to another entity (e.g. developer or locality) to the satisfaction of the applicable VSMP Authority. The SWM Plan and maintenance agreement that is submitted to the VSMP Authority for review and approval must include the post-construction SWM requirements that are currently being satisfied by the existing BMP;
4. Replacement BMPs have been constructed and made operational prior to removal of VDOT's BMP and transfer of land; and
5. All maintenance agreements with the applicable VSMP Authority have been executed and recorded to carry with the land.

It is important to note that the release of an existing VDOT easement requires a separate VDOT Property Management disposal process. Compensation for the release of easement rights will be required and easements will be conveyed by quitclaim deed. Easement releases should be coordinated with the Property Management Program Manager, 1401 East Broad Street, Richmond, VA. 23219.

INFORMATION – 1

Contract Award - Legal Services for Older Adults

The Department of Family Services Fairfax Area Agency on Aging provides an elder law program as required by the Older Americans Act. The Act states, “The legal assistance provided to older persons has a clear and direct positive impact on their ability to stay independent in their homes and communities, with optimized choice and individual autonomy, for as long as possible” (Authorizing Legislation: Title III-B, Section 321, of the Older Americans Act, as amended). The county has negotiated a non-competitive contract with Legal Services of Northern Virginia for these services.

The Fairfax Area Agency on Aging has contracted with the nonprofit agency Legal Services of Northern Virginia (LSNV) for the past 24 years to provide elder law resources and legal services targeted to Fairfax County residents 60 years of age or older. Preference for these services is given to older adults with the greatest economic or social need, with particular attention to ensuring racial and geographic equity. Legal Services of Northern Virginia is a local, non-profit, legal aid provider for individuals unable to afford private legal counsel. Further, LSNV has several offices located in areas that are accessible to older adults in the community that rely on public transportation.

The legal services provided by LSNV include community education, staff training, and legal advice and representation on issues of particular interest to older adults. Issues may include identity theft, elder abuse, access to healthcare and public benefits, consumer debt issues, guardianship, hospital and nursing home discharge or collection disputes, nursing home resident rights, Medicare/Medicaid including Long Term Care coverage, Social Security and Disability benefits, and preparation of advance directives including wills, living wills and powers of attorney.

The Virginia Bar Association identified LSNV as the only provider of pro-bono legal services specializing in areas of particular demand for older adults in our county. LSNV leverages county funds with additional funding available from federal, state, and foundation sources, and pro bono volunteer attorneys and paralegals, to provide these legal services free of charge to clients.

The Department of Tax Administration has verified that Legal Services of Northern Virginia possesses the appropriate Fairfax County Business, Professional and Occupational Licenses.

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Unless otherwise directed by the Board of Supervisors, the Purchasing Agent will proceed to award this contract to Legal Services of Northern Virginia. This contract will begin on April 1, 2019 and terminate on March 31, 2024. The total estimated amount of this contract over the entire life of the contract is approximately \$250,000.

FISCAL IMPACT:

The total estimated cost of the contract is \$50,000 per year, or \$250,000 over the entire life of the contract. These services are funded entirely through the Title III, Part B of the Federal Older Americans Act, through a formula grant from the Virginia Department of Aging and Rehabilitative Services (DARS) to Fairfax County.

ENCLOSED DOCUMENTS:

None

STAFF:

Joe Mondoro, Chief Financial Officer

Cathy A. Muse, Director, Department of Procurement and Material Management

Nannette M. Bowler, Director, Department of Family Services

INFORMATION - 2

Fairfax County Transportation Status Report

The Fairfax County Department of Transportation (FCDOT) prepared its biannual report to the Board of Supervisors on transportation projects and activities within the county, called the “Fairfax County Transportation Status Report.” The report includes an update on all active projects, including those projects in the Third Four-Year Transportation Program for FY2013 through FY2016 and the Transportation Project Priorities (TPP) for funding for FY2015 through FY2020.

The Third Four-Year Transportation Program for FY2013 through FY2016, which was approved by the Board of Supervisors on July 10, 2012, was designed to enhance mobility, promote and increase safety, and create choices for the commuting public with multi-modal projects that added capacity, reduced congestion, connected missing sidewalk and bicycle links, and provided safe access to transit facilities.

On January 28, 2014, the Board approved the TPP for funding for FY2015 through FY2020. It is envisioned that the TPP will be revised periodically, resulting in a rolling funding plan for county transportation projects. However, due to actions of the Virginia General Assembly during the 2018 session, funding is not available to advance any additional projects at this time. It will also be updated to reflect actions of the Commonwealth Transportation Board, the Northern Virginia Transportation Authority, and other funding agencies.

The attached February 2019 Fairfax County Transportation Status Report includes a project status report with active projects from the previous Four-Year Programs, projects in the TPP, and projects in Fairfax County funded by other external sources. TPP projects for which project scoping and initial coordination has begun or is projected to begin in FY2019 are included in the project status report.

This report includes project updates through February 5, 2019, and has been compiled by FCDOT staff in consultation with implementation partners, including the Department of Public Works and Environmental Services, the Metropolitan Washington Airports Authority, the Virginia Department of Transportation, and the Washington Metropolitan Area Transit Authority. Major milestones that have occurred since February 6, 2019, will be included in the next report.

Status reports are posted on the FCDOT website following the Board’s review, and project updates from the report will be added to the interactive web-based map on the

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FCDOT website that is available to the public. The web map graphically shows project locations and allows the user to click on a project and see basic information, including project name, scope, and status. The web map can be accessed at <http://fairfaxcountygis.maps.arcgis.com/apps/Viewer/index.html?appid=31d474851ec649398c5950fec5fde64b>. Finally, the project updates will be loaded into the transportation project layers in the county's GIS system, which will be available as a resource to county staff.

ENCLOSED DOCUMENTS:

Attachment 1: Fairfax County Transportation Status Report

STAFF:

Rachel Flynn, Deputy County Executive
Randy Bartlett, Director, Department of Public Works and Environmental Services
Tom Biesiadny, Director, Fairfax County Dept. of Transportation (FCDOT)
Ronald N. Kirkpatrick, Deputy Director, DPWES, Capital Facilities
W. Todd Minnix, Chief, Transportation Design Division, FCDOT
Eric M. Teitelman, Chief, Capital Projects and Operations Division, FCDOT
Michael J. Guarino, Chief, Capital Projects Section, FCDOT
Smitha L. Chellappa, Transportation Planner III, Capital Projects Section, FCDOT
Dan Stevens, Transportation Planner II, Capital Projects Section, FCDOT
Amrit Singh, Engineering Technician III, Capital Projects Section, FCDOT

Fairfax County Transportation Status Report



Prepared by:
Department of Transportation
Capital Projects and Traffic Engineering Division



February 2019

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Department of Transportation Summary of Activities and Highlights September 2018 through February 2019

Projects Completed and Under Construction

- **Completed Projects:** 16 projects were completed since September 2018, consisting of 13 bicycle and pedestrian projects, two roadway projects and one streetscape project. These projects include six Transportation Priorities Plan (TPP) projects that were approved by the Board on January 28, 2014. To date, 52 TPP projects have been completed. In addition, 14 bus stop improvement projects were completed.
 - **Chain Bridge Road/Seneca Ave (TMSAMS)** pedestrian intersection improvements (Providence)
 - **Columbia Pike/Gallows Road** pedestrian intersection improvements, TPP No. 335 (Mason)
 - **Dolley Madison Sidewalk** from Chain Bridge Road to just north of Kurtz Road TPP No. 347 (Dranesville)
 - **Flint Hill Elementary Safe Routes to School** pedestrian intersection and crosswalk improvements (Hunter Mill)
 - **Graham Road Elementary Safe Routes to School** pedestrian intersection and crosswalk improvements (Providence)
 - **Kirby Road Sidewalk** from Chesterbrook Road to Chesterbrook Elementary School TPP No. B293 (Dranesville)
 - **Kurtz Road/Calder Road** roadway intersection improvements (Dranesville)
 - **McLean Streetscapes Phase III** pedestrian streetscapes on Chain Bridge Road from Laughlin Avenue to Corner Lane (Dranesville)
 - **Old Courthouse Road/Woodford Road (TMSAMS)** pedestrian intersection improvements (Providence)
 - **Old Keene Mill Road Walkway** from Carrleigh Parkway west to existing, TPP No. 341 (Braddock)
 - **Route 7 Sidewalk (TMSAMS)** north side under Route 123 (Hunter Mill, Providence)
 - **Route 7 Sidewalk (TMSAMS)** south side under Route 123 (Hunter Mill, Providence)
 - **Route 29 Widening Phase I** from Pickwick Road to Buckley's Gate Drive, TPP No. 66.01 (Springfield, Sully)
 - **Route 50/Wayne Road/Woodlawn Avenue** pedestrian and intersection improvements (Mason, Providence)
 - **Route 50 Sidewalk** from Patrick Henry Dr. to Olin Dr. on south side of Rte. 50
 - **Silverbrook Road Walkway** sidewalk and pedestrian intersection improvements south of Monacan Road TPP No. 354 (Mount Vernon)
 - **Vesper Court Trail (TMSAMS)** Multi-purpose trail from Vesper Court to Route 7 (Hunter Mill)
- **Projects in Construction:** 40 projects are currently under construction. This includes 17 TPP projects. In addition, 15 bus stop improvement projects have been authorized for or are under construction.
 - **Baron Road Walkway** from Dead Run Park trailhead to Douglas Drive TPP No. 94 (Dranesville)
 - **Birch Street Sidewalk** from Grove Avenue to City of Falls Church (Dranesville)
 - **Chichester Lane Sidewalk** from Cherry Drive to Day Lilly Court, TPP No. 108 (Providence)
 - **Chichester Lane @ Lismore Lane** sidewalk improvements TPP No. 180.01 (Providence)
 - **Dolley Madison Sidewalk** from Old Dominion Drive to Beverly Avenue TPP No. B291 (Dranesville)
 - **Dulles Rail Phase 2** from Wiehle-Reston East Metrorail Station to Ashburn Station (Route 772) in Loudoun County (Dranesville, Hunter Mill)
 - **Dulles Toll Road/Centreville Road (HMSAMS)** pedestrian intersection improvements, TPP No. 190.07 (Dranesville)
 - **Edsall Road Walkway** from Timber Forest Drive to Edsall Gardens Apartments TPP No. 113 (Mason)
 - **Franconia Road/Westchester Road** median refuge and pedestrian crossing TPP No. 122 (Lee)
 - **Gallows Road/Prosperity Ave.** extend raised concrete median near Courtyard Hotel (Providence)
 - **Georgetown Pike Trail Phase III** pedestrian trail from Falls Bridge Lane East to existing trail (Dranesville)
 - **Glade Drive Walkway** from Middle Creek Lane to Glade Bank Way TPP No. 126 (Hunter Mill)
 - **Gunston Cove Road Walkway** from Cransford Street to Amsterdam Street TPP No. 131 (Mount Vernon)

- o **Herndon Metrorail Station Parking Garage** (Hunter Mill)
- o **Hunter Mill Road/Sunrise Valley Drive** *pedestrian intersection improvements* (Hunter Mill)
- o **Idylwood Road Walkway** *from Norwalk Street southward* TPP No. 136 (Dranesville)
- o **Interstate 66 Inside the Beltway** *eastbound widening from Route 7 to Fairfax Drive*
- o **Interstate 66 Outside the Beltway** *Express lanes from Haymarket to I-495, TPP No. 3*
- o **Innovation Center Metrorail Station Parking Garage** *parking structure and transit center* (Dranesville)
- o **Jones Branch Connector** *from Route 123 to Jones Branch Drive* (Providence)
- o **Lakepointe Drive/Guinea Road** *pedestrian intersection improvements* TPP No. B272 (Braddock)
- o **Lorton Arts/Workhouse Way** *Access road from Workhouse Way into Lorton Arts complex* (Mount Vernon)
- o **Medford Drive Walkway** *from Davian Drive to Four Year Run* TPP No. 163 (Mason)
- o **Route 1/Lukens Lane** *pedestrian intersection improvements* (Mount Vernon)
- o **Route 1 Sidewalk** *from Virginia Lodge to Huntington Avenue* (Mount Vernon)
- o **Route 50/Allen Street Intersection** *pedestrian intersection improvements* (Mason, Providence)
- o **Route 50 Sidewalk** *from Annandale Road to Cherry Street (north side)* (Providence)
- o **Route 50 Sidewalk** *from Cedar Hill Road to Allen Street (north side)* (Providence)
- o **Route 50 Sidewalk** *from Graham Road to Woodley Lane. (south side)* (Mason)
- o **Route 50 Sidewalk** *from Meadow Lane to Linden Lane (north side)* (Providence)
- o **Route 50 Sidewalk** *from South Street. to Aspen Lane (south side)* (Mason)
- o **Route 50 Sidewalk** *from Westcott Street to Annandale Road (north side)* (Providence)
- o **Route 50 Sidewalk** *from Woodlawn Avenue to Church (north side)* (Providence)
- o **Route 123/Jermantown Road** *roadway and pedestrian intersection improvements* (Providence)
- o **Route 123 Sidewalk (TMSAMS)** *from Anderson Road to Great Falls Street* (Providence, Dranesville).
- o **Scotts Run Trail (TMSAMS)** *Multi-purpose trail from Magarity Road to Colshire Meadow Drive* (Providence)
- o **Sunrise Valley Drive/Reston Association Entrance (RMAG)** *pedestrian intersection improvements* TPP No. 189.17 (Hunter Mill)
- o **Town Center Parkway (RMAG)** *Underpass structure under Metrorail for future road extension, TPP No. 14* (Hunter Mill)

Bicycle and Pedestrian Programs

The Board directed FCDOT to lead the effort to improve bicycle and pedestrian safety and mobility, including constructing bicycle and pedestrian facilities in high-priority areas of Fairfax County. In 2006, the Board endorsed a Ten-Year Funding Goal of \$60 million for new bicycle and pedestrian projects. Through FY2020, the Board has greatly exceeded this goal by selecting \$314 million in high-priority bicycle and pedestrian improvement projects.

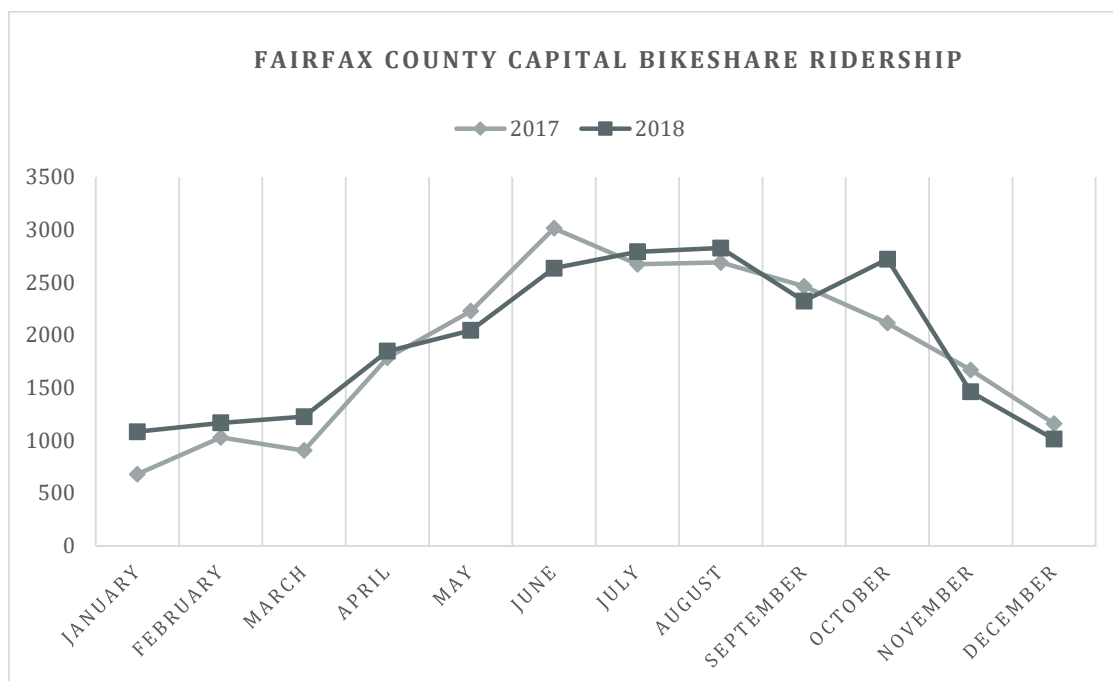
- **Pedestrian Access and Safety:** FCDOT staff advanced the Fairfax County Bicycle and Pedestrian Programs by direct collaboration with other agencies such as the Virginia Department of Transportation (VDOT), Hunter Mill Transportation Advisory Committee (TAC), and the Fairfax Alliance for Better Bicycling (FABB). Current projects include: the I-495 Tysons Pedestrian Bridge, the Mount Vernon Memorial Highway Trail, the Transform I-66 Outside the Beltway Regional Trail, the Laurel Hill to Lorton Trail Connector Study, and the VDOT Summer Paving and Restriping Program. FCDOT received Federal Highway Safety Improvement Program funding through the VDOT Pedestrian Safety Action Plan for crosswalk improvement projects at the intersections of Columbia Pike at Lincolnia Road, South Lakes Drive at Tanbark (East), Frye Road north of Richmond Highway, and Franklin Farm Road at Old Dairy Road and at Thorngate Drive. FCDOT also continues to work with developers through the rezoning process to provide improved pedestrian facilities on and adjacent to their property.
- **Safe Routes to School (SRTS):** FCDOT has collaborated with Fairfax County Public Schools (FCPS), providing funding to build sidewalks needed to connect neighborhoods to schools. FCPS staff provides

FCDOT sidewalk requests that would allow more children to walk to school. Projects are selected for funding based on FCPS priority and site-specific engineering. FCDOT currently has three SRTS-funded projects. Two of these projects reached substantial completion in January 2019 (Flint Hill Elementary School and New Graham Road Elementary School), and one is in the right-of-way phase (Westbriar Elementary School). A new project was also awarded at Wolf Trap Elementary School. The Board's adopted Transportation Priorities Plan for FY2015 – FY2020 provided additional funding for 23 school-walking-route sidewalk projects totaling \$22 million.

- **Trails, Sidewalks, and Bikeways Committee:** FCDOT provided staff support to the Trails, Sidewalks, and Bikeways Committee, previously known as the Trails and Sidewalks Committee, which meets monthly. The committee is composed of representatives from across the County, including representatives from Washington Area Bicycle Association, building industry, community associations, equestrian clubs, Disabilities Services Board, and the Fairfax County and Northern Virginia Regional Park Authorities. In December 2018, the committee amended their bylaws, which included adding "Bikeways" to their name and adding a representative from the Fairfax Alliance for Better Bicycling to their membership. The committee makes recommendations to the Board of Supervisors regarding pedestrian, bicycle, and equestrian issues in the County.
- **Yield to Pedestrians Fine Signs:** Fairfax County is one of the few jurisdictions in Virginia allowed to designate certain crosswalks for Yield to Pedestrians in Crosswalk \$100 - \$500 Violation Fine signs. As of December 2018, FCDOT has installed and maintains over 2,000 of these signs at over 500 intersections.
- **Education:** FCDOT staff worked with regional partners on the Street Smart Pedestrian and Bicycle Safety Media Campaigns. The twice-yearly campaigns utilized major-market television and radio, print, and bus advertising to promote safety awareness responsibilities of drivers and pedestrians in both English and Spanish. The most recent campaign was concluded in November 2018. FCDOT staff also developed a guide on how to safely navigate a road with bicycle infrastructure, and graphics for a countywide public service announcement on how to share the road safely with bicycles and pedestrians. Web sites associated with these campaigns include www.bestreetsmart.net and www.fairfaxcounty.gov/transportation/bike/safety.
- **Enforcement:** FCDOT staff worked with the Fairfax County Police Department (FCPD) which conducted pedestrian safety enforcement in high pedestrian crash areas countywide. The FCPD conducts pedestrian enforcement and public awareness through all district stations as part of annual traffic enforcement plans. The most recent campaign was conducted in November 2018.
- **Increase and Enhance Bicycle Parking:** FCDOT is working with developers through the rezoning process to ensure adequate bicycle parking is provided on their properties.
- **Secure Bicycle Parking Facilities:** The design of "Bike-and-Ride" facilities at Phase II Silver Line Stations and at the Springfield Community Business Center Commuter Parking Garage is complete. The Herndon Metrorail Station secure bike room is currently under construction and is planned to be open late 2019. The secure bike-and-ride at the Wiehle-Reston East Metrorail Station continues to be heavily utilized (with 102 active members) and the County operates an additional bike-and-ride at the Stringfellow Road Park-and-Ride Lot. The bikeroom at the Innovation Center Station is also under construction.
- **Bicycle Route and Safety Signage-Countywide:** Bicycle wayfinding was completed for the Fairfax County Parkway Trail. FCDOT is continuing to expand bicycle wayfinding in the County with projects guiding bicyclists along the "Historic Fairfax Cycle Tour – Sully District" loop, and between Tysons and the surrounding neighborhoods. FCDOT installed seven Bikes May Use Full Lane signage in the Clifton area as recommended in the County's Bicycle Master Plan. **Historic Fairfax Cycle Tour – Sully District:** Wayfinding Signage Plan is complete and sign design has been finalized. Printing of the brochures is complete and review of the wayfinding design is underway. The brochures are available at the Sully District Governmental Center and FCDOT, and the route is promoted on the bike map.

- Fairfax County Capital Bikeshare:** Capital Bikeshare launched in Reston and Tysons on October 21, 2016 (see the chart below for ridership data). There are currently 16 stations in Reston and 13 stations in Tysons. The concrete pad for the remaining station at the Hilton Headquarters in Tysons is in design. Additionally, staff is finalizing the locations of Phase II of Reston Bikeshare which will add 11 more stations to Reston. The majority of the Phase II stations are located south of the Dulles Toll Road. It is expected that these 11 stations will be installed in fall 2019. FCDOT received a Commuter Choice grant for ten new stations in the Merrifield and Vienna Metrorail area, and is actively working on finalizing station locations for the Providence District Transportation Alternatives Program grant that will add up to 18 new stations to the Fairfax County system in 2020. The County purchased an additional seven stations in a public-private partnership with businesses in Merrifield. The Merrifield and Vienna Metrorail area system will launch in summer 2019. Fairfax County launched a Bikeshare feasibility study of the Route 123 corridor between Route 7 and Burke Lake Park in partnership with the City of Fairfax, the Town of Vienna, and George Mason University. The study is scheduled to be completed in March 2019.

Total Number of Bikeshare Trips



- Bike to Work Day:** In 2018, Fairfax County expanded from two to seven pit stops for the 2018 Bike to Work Day, serving residents in McLean, Chantilly, Lorton, Annandale, and Huntington. Inclement weather on the morning of the event affected participation numbers, but more than half of Fairfax County residents that registered still participated. In 2019, FCDOT will again host seven pit stops, serving residents in McLean, Chantilly, Lorton, Burke Centre, Centreville, Bailey's Crossroads, and the Government Center area. FCPA agreed to host pit stops at all Fairfax County RECenters, adding eight additional stations in previously underserved areas, including Franconia, Alexandria, Oakton, and South Run.
- VDOT Repaving Program:** FCDOT and VDOT partnered in a successful 2018 repaving program which added over 30 miles of on-road bike facilities and improved crosswalk facilities. A large concentration of bike facilities was added in the Hunter Mill District. Additional bike facilities were added in the Braddock, Dranesville, Springfield, Mason, Lee, Sully, and Mount Vernon Districts. In total, over 90 miles of on-road bike facilities have been installed as part of this program. In 2019, FCDOT is planning to continue to add or

upgrade bike and pedestrian infrastructure across Fairfax County through this program. Community meetings are being scheduled on proposed projects for March and April 2019.

Capital Projects and Traffic Engineering Division

The Capital Projects and Traffic Engineering Division (CPTED) consists of the Capital Projects Section (CPS) and the Traffic Engineering Section (TES). CPS is responsible for scoping new multi-modal transportation projects, managing preliminary engineering plans and studies, and coordinating projects with VDOT, FHWA, WMATA, DPWES, the Board, and the general public. TES is responsible for managing traffic issues related to signs, signals, parking, traffic calming, and other residential traffic issues. TES partners with VDOT, the Board, homeowners associations, and citizen groups to resolve issues and implement projects.

Capital Projects Section

- **Project Scoping**
 - On January 28, 2014, the Board adopted a list of approximately 220 transportation projects as part of the TPP for FY2015 – FY2020. Capital Projects staff is responsible for scoping these projects and managing many of the associated studies and preliminary designs. CPS holds periodic Initial Project Review meetings at which stakeholders such as VDOT, FCPS, Fairfax County Park Authority (FCPA), and others, identify project issues and help to determine project scopes.
 - To date, CPS staff have completed 159 scoping packages. There are ten studies or preliminary engineering designs in progress, and work continues on the remaining project scopes.
- **Studies and Preliminary Plans:** CPS staff are working on the following major studies:
 - **Route 123 Modified Intersection Treatment Inside the Beltway (segment between I-495 and Anderson Road):** The optimum roadway configuration along Route 123 between I-495 and Anderson Road has initially been determined. The roadway reconfiguration is anticipated to improve safety and operations by requiring cross-road through and left turn movements to turn right onto the main roadway and then make a U-turn maneuver at the directional crossovers. The modified intersection configuration is anticipated to improve progression along the main roadways in both directions. Preliminary design plans (30% level) were developed and traffic analysis for the mid-term condition has been completed. This concept along with other improvement concepts are being evaluated with detailed traffic analyses of the long-term conditions that are based on land use that was adopted in fall 2016. Existing conditions analysis is complete. Future conditions traffic operations analyses of baseline and proposed improvement concepts are underway. The next step is to identify two alternatives for more advanced traffic analyses. Ultimately, this will result in a final preferred alternative that will result in a phasing plan and updated design plans. This study is expected to be completed by summer 2019.
 - **Route 123 Modified Intersection Treatment Outside the Beltway (segment between International Drive and I-495):** The proposed improvement concepts for the Route 123 segment outside the Beltway are being evaluated with detailed traffic analyses of the long-term conditions that are based on land use that was adopted in fall 2016. Existing conditions analysis is complete. Future conditions traffic operations analyses of baseline and proposed improvement concepts are underway. The next step is to identify two alternatives for more advanced traffic analyses. Ultimately, this will result in a final preferred alternative that will result in a phasing plan and updated design plans. This study is expected to be completed by summer 2019.
 - CPS staff are also working on the following major studies that are detailed in the Project Status Report section below:
 - **Balls Hill Road/Old Dominion Drive**
 - **Lewinsville Road/Spring Hill Road**
 - **Lincoln Street Feasibility Study**
 - **Hunter Mill Road/Lawyers Road**
 - **Richmond Highway Bus Rapid Transit (BRT) Study**
 - **Route 7 Widening from Route 123 to I-495 (Tysons)**

- **Route 7 Widening from I-66 to I-495**
- **Route 7/Route 123 Interchange**
- **Silverbrook Road/Lorton Road**

Traffic Engineering Section

- **Signage, Community Parking District (CPD) and Residential Permit Parking District (RPPD) Programs, and General Parking**

The list below includes activities reported over the last six months.

- o RPPD assisted approximately 142 lobby walk-in customers, corresponded through approximately 444 emails, and returned over 214 Information Line phone calls since August 2018.
 - o RPPD issued approximately 4,154 new or renewing permits and 1,447 visitor passes this past six month period.
 - o RPPD received 20 inquiries, conducted two parking studies, issued four petitions, and held three public hearings during the past six months.
 - o CPD received six inquiries and issued two petitions.
 - o Staff performed reviews for six parking restriction requests and inquiries.
 - o More than 275 signs were installed, repaired, or replaced.
- **Tysons Urban Center/Reston TSA Parking Management:** In December 2018, Traffic Engineering staff presented information to the Board Transportation Committee about parking management on grid streets in Tysons Urban Center and Reston Transit Station Areas (TSA). Staff informed the Board that FCDOT plans to hire a consultant to perform a parking study of the subject areas, and recommend a parking management plan to achieve certain goals. The Comprehensive Plan for both subject areas envisions managed parking on new grid streets. Staff intends to fulfill the vision of the Comprehensive Plan, and to implement parking management strategies that prevent long-term parking and over-parking of streets close to transit stations. This plan is currently in its preliminary stages.
- **Residential Traffic Administration Program (RTAP)**
 - o Five studies were initiated for cut-through restrictions.
 - o One cut-through project was submitted to the Board of Supervisors requesting a resolution to VDOT to allow the candidate road into the Cut-Through Restriction Program.
 - o FCDOT and VDOT held a joint public hearing for a cut-through restriction project.
 - o 41 traffic calming studies were initiated.
 - o Five traffic calming projects were approved by the Board of Supervisors for installation.
 - o Eight traffic calming projects were installed.
 - o Three "\$200 Fine for Speeding" sign requests were received with sign installation pending.
 - o Four "Watch for Children" sign requests were received and processed.
 - o Met with the McLean Transportation Advisory Group steering committee four times and staffed one community meeting. VDOT and FCDOT have worked with the steering committee to implement several recommendations including moving forward with a cut-through restriction project and a traffic calming project.
 - o Made major revisions to the Traffic Calming Operating Procedures to reflect changes to VDOT guidelines and make needed updates. These revisions were presented to the Board Transportation Committee in December 2018, and will be presented to the Board of Supervisors in February 2019.
 - o Staff participated in multiple meetings to consider the impacts of closing the north bound access ramp to I-495 at Georgetown Pike. FCDOT also provided staff to assist with citizen inquiries at two large community meetings regarding the proposed ramp closure.
- **Traffic Engineering**
 - o Completed analysis and public outreach for three traffic engineering intersection/corridor studies:
 - Fort Hunt Road/Huntington Avenue intersection analysis
 - Route 7/Chestnut Street Median Closure
 - Stokes Lane Road Ownership

- o Coordinated with VDOT on over 20 intersection locations where signals have been requested or are warranted. Continue working with VDOT staff on preliminary design and construction funding sources as well as existing and upcoming proffer commitments, including coordination for time-sensitive signal proffers in Tysons and Springfield.
 - o Reviewed and provided comments for seven ongoing traffic engineering intersection and corridor studies. Work is being performed by other sections and divisions within FCDOT and VDOT. TES staff serves as traffic liaison between study teams and County staff as appropriate.
 - o Initiated a Pole Mounted Speed Display Pilot Program for one year with funding approved by the Board in September 2018. The pilot program proposes to install two PMSD signs per location, at two locations at a time. FCDOT is developing the Pilot Program framework, which will include provisions for coordination with the Fairfax County Police Department (FCPD) for data sharing. This framework will be discussed with the Board in spring 2019.
 - o With funding provided by the Board in September 2018, continued the County's "Slow Down" neighborhood speed signs. Coordination with FCPD and Board of Supervisor offices to purchase and make signs available for distribution is underway.
- **Mobile Food Vending within VDOT rights-of-way:** Historically, all vending was prohibited within VDOT right-of-way. In 2015, the General Assembly passed HB 2042, legislation directing the Commonwealth Transportation Board (CTB) to amend its regulations to permit mobile food vending on state highway rights-of-way. The County worked with the Commonwealth and other stakeholders regarding the implementation of HB 2042. County staff developed modifications to Sections 82 of the County code along with associated rules and regulations to implement a pilot project in Tysons to allow for and regulate mobile food vending within the public right-of-way. At a public hearing in July 2016, the Board of Supervisors endorsed the proposed modifications and the implementation of the pilot program for mobile food vending within VDOT rights-of-way. Five streets in Tysons were initially included in the pilot program, but one street has been removed from the zone, due to utility construction. Staff evaluated additional locations in the County for possible implementation of mobile food vending zones. Two streets were identified that meet the requirements for new zones, one in the Mount Vernon District and one in the Dranesville District. The Board of Supervisors approved these new zones on February 5, 2019.

Communications, Marketing, and Fairfax County Commuter Services

FCDOT Marketing and Communications Section (MarCom), consists of the Marketing and Communications teams and the Fairfax County Commuter Services (FCCS). MarCom staff supports community engagement and public information activities for all Fairfax County transportation projects and planning efforts, Fairfax Connector passenger information, and outreach and program marketing for Fairfax Connector and FCCS. MarCom collaborates with other County agencies and state and regional partner organizations to broaden public outreach efforts and to connect with the hard to reach populations, including people with limited English proficiency. The FCCS team promotes Transportation Demand Management (TDM) strategies to help reduce or mitigate traffic congestion in Fairfax County. The FCCS partners with major employers, developers, and multi-family residential complexes to encourage alternative commute options. Close to half a million employees in Fairfax County have been given the opportunity to participate in some form of TDM measure. From August 2018 to February 2019, the FCCS team has conducted employer outreach efforts at 1,428 Fairfax County employer sites. Throughout the fiscal year, employer sites and program levels may increase or decrease, due to company closures, relocations, or mergers. Below are some highlights of FCDOT's recent communications, marketing, outreach, and public engagement efforts:

- **Expanding Community Outreach and Engagement Options:** FCDOT continues to evaluate and utilize the methods to better engage communities and offer multiple options for providing input. Fairfax County Transportation Facebook page, launched in the spring 2018, continues to grow as a platform for residents to engage with FCDOT and provide feedback on projects, plans, and services. By mid-January 2019, the Facebook page reached 156,000 impressions, which is an increase of nearly 300 percent from August 2018. FCDOT continues to use online surveys, enabling more residents to participate and provide input outside of

public meetings and community events. For example, the input received through this method for the Fairfax County and Franconia-Springfield Parkways Long Term Study accounted for more than 90 percent of the comments received overall, with more than 15,000 residents responding to the survey. In the past six months, FCDOT's partnership with the County's Department of Neighborhood and Community Services (NCS) has continued, providing a crucial link to reaching hard to reach populations beyond the digital, language, and socio-economic divides. This partnership has proven very effective, reaching people where they are through direct-to-community contacts and engagement with grass-roots level community leaders. Many of the people reached through these methods would not have participated in traditional outreach efforts.

- **Major Corridor TMP Efforts – I-66 Inside the Beltway:** With the December 2017 launch of the High Occupancy Toll (HOT) lanes on I-66 Inside the Beltway, VDOT is providing a new travel choice that ensures a more reliable trip on I-66 Inside the Beltway. In exchange for paying a toll, solo drivers are now able to use the interstate during peak hours in the peak direction. Carpools and vanpools (with two or more people), transit, on-duty law enforcement, and first responders do not pay a toll. FCDOT staff continued to work with VDOT and other partner agencies to coordinate regional messaging and amplify cross-jurisdiction outreach efforts to inform residents of this change and of the alternate travel options. This included continued marketing efforts of the Fairfax Connector express route (699) from the Government Center to downtown Washington, D.C., influencing ridership of more than 100,000 passenger trips taken in its first year; launch-related marketing efforts of the new Fairfax Connector express route (698) from the Vienna Metrorail Station to the Pentagon, which began on January 22, 2019; and continued marketing of park-and-ride facilities along the I-66 corridor to encourage ridesharing. The integrated outreach and marketing campaign involved direct-to-customer outreach (employers, passengers, and the public); traditional, digital, and social media engagement; and videos, radio advertisements, and bus advertising. The quantifiable reach of these efforts for the past months was approximately ten million impressions.
- **Major Corridor TMP Efforts – I-66 Outside the Beltway:** Construction is underway to transform 22.5-miles of I-66 Outside the Beltway, from I-495 to near Route 29 in Gainesville. Major road work will continue until late 2022, when the new express lanes are expected to open. To help commuters and other travelers keep moving through construction, VDOT is providing new transit and commuter options along the I-66 corridor. FCDOT is partnering with VDOT to market a range of alternatives to driving alone, such as half-price bus fares, vanpool incentives and telework programs for employers. As part of these efforts, travelers and commuters along I-66 have been able to ride select Fairfax Connector bus routes serving the Vienna Metrorail Station for \$1 since May 7, 2018. The ongoing integrated outreach and marketing campaign to promote this 50 percent fare buy down involves direct-to-customer outreach (employers, passengers, and the public); traditional, digital, and social media advertising and engagement; and videos and bus advertising.
- **Metrorail Silver Line:** As the Metrorail Silver Line Phase II construction is ongoing, repair work has also been done on several existing stations in Fairfax County. Throughout fall 2018, construction project activities at the future Herndon Station site required temporary bus stop relocations and partial bus loop and commuter garage closures for extended periods of time. Significant coordination efforts were extended to inform commuters and transit users of the alternate locations and a multi-platform approach was tailored to the level of impact of each construction phase. Some of the strategies used to inform affected stakeholders included on-site signage and ambassador outreach at the locations affected; on-board, online, email, and Short Message Service (SMS) advisories; traditional and social media engagement; and radio advertising.
- **TDM Employer Outreach:** FCCS has implemented TDM programs at 708 Fairfax County employer sites, an increase of nearly 22 percent from FY2018, with 329 Fairfax County employers implementing a Level 3 or 4 program and 379 employers implementing a Level 1 or 2 program. Level 1 and 2 programs may include commuter surveys, distributing transit information, implementing alternative work schedules, or hosting an on-site transportation fair. Level 3 and 4 programs may include shuttles to and from transit stations, implementing formal policy-driven telework programs, offering transit subsidies, providing free or premium parking to carpools and vanpools, or implementing a comprehensive bicycle and walking program.

- **Best Workplaces for Commuters:** In December 2018, the FCCS team hosted the 8th Annual Best Workplaces for Commuters awards ceremony in partnership with the Center for Urban Transportation Research. Fairfax County exceeded their yearly average and recognized 14 Fairfax County employers for the 2018 award. This year's number of award recipients brings the promotion's current running total to 92 awardees. Employers are recognized by the Board of Supervisors for the broad range of transportation options offered to their employees. The "Best Workplaces for Commuters" designation acknowledges employers who have excelled in implementing green commuter programs.
- **Commuter Friendly Communities:** As of January 2019, FCCS's "Commuter Friendly Community Program" has either identified or implemented trip reduction TDM programs at 280 Fairfax County residential communities, an increase of 3.7 percent from FY2018. Of those 280 communities, 40 residential communities have been awarded designations of Bronze, Silver, Gold, or Platinum.
- **SmartBenefits Plus50:** When the Silver Line was launched in July 2014, FCCS developed a new incentive program to encourage employees to ride transit (bus and rail) and to encourage employers to offer transit benefits to employees. The County's SmartBenefits Plus50 program provides a \$50 SmarTrip card to an employee, if the employer enrolls in WMATA's SmartBenefits program. Once the \$50 is expended, the employer is encouraged to continue offering a transit subsidy to employees. FCCS has partnered with WMATA's program staff in making presentations to several large groups of employers in the Dulles Corridor. Since the program's inception in summer 2014, 33 different employers have taken advantage of this program and are new transit riders and program members. From the feedback received, an average of 50 to 53 percent retention rate of participants staying in the SmartBenefits program after taking advantage of the \$50 incentive has been observed. Activities conducted over the past six months mostly involved program maintenance efforts due to staff vacancies, but new SmarTrip cards have also been distributed to participating employers. So far in FY2019, 103 new cards have been distributed which is consistent with the number of cards distributed for the same time period in FY2018. Since the inception of the program, a total of 1,156 commuters have utilized the incentive and have incorporated transit as part of their commute for the first time.
- **Fairfax County Commuter Benefit and Telework Programs:** 213 County employees currently are taking advantage of the Fairfax County Employees' Commuter Benefit Program which is essentially the same as in FY2018. Of that group, there are currently 17 vanpools with 127 riders. Eligible employees may register for the program and request to receive up to \$120 per month in transit benefits that can be used for bus, carpool, vanpool, and Metrorail fares. In addition, the Fairfax County Government telework program currently has 1,865 employee participants, representing a 2.1 percent increase from FY2018. Telework is one of the primary transportation options that FCCS promotes in its outreach to Fairfax County employers, as its low-cost option (as opposed to providing rail fare, for example), and employee interest makes it a popular program to implement.
- **Celebrating Milestones:** Fairfax County officials and community partners celebrated new pedestrian and bicycle connections in Tysons in a ribbon cutting ceremony on January 3, 2019. Two new sidewalks are part of the Dulles corridor bicycle and pedestrian access improvements and provide enhanced pedestrian access along Leesburg Pike with 1,100 feet of sidewalk on the north side and 800 feet of sidewalk on the south side. The improvements were designed by FCDOT, constructed by DPWES, and funded under the VDOT Locally Administered Project (LAP) program. The sidewalks provide a missing link for pedestrians and bicyclists, creating better connectivity and safer passage along Route 7.

Coordination and Funding Division

The Coordination and Funding Division handles coordination and liaison responsibilities between the department, regional agencies, local jurisdictions, and state and federal agencies, and seeks funding from all levels of government for the implementation of transportation projects and services.

- **Commonwealth Transportation Board (CTB)**
 - On July 10, 2018, the Board of Supervisors authorized the submission of SMART SCALE applications for the following projects for up to the amounts listed (applications were submitted on August 8, 2018):
 - Richmond Highway Widening (Napper Road to Mount Vernon Highway) - \$90 million.
 - Fairfax County Parkway Widening (Route 29 to Route 123) - \$60 million.
 - Soapstone Drive Extension/Dulles Toll Road Overpass - \$50 million.
 - Richmond Highway Bus Rapid Transit (BRT) (Huntington Metrorail Station to Fort Belvoir) - \$50 million.
 - Frontier Drive Extension - \$85 million.
 - Braddock Road Improvements Phase I (Wakefield Chapel Road to Ravensworth Road) - \$70 million.
 - Braddock Road Improvements Phase II (Guinea Road to Wakefield Chapel Road) - \$70 million.
 - Davis Drive Extension/ Dulles Toll Road Overpass - \$30 million.
 - Seven Corners Ring Road (Phase 1A/Segment 1A) - \$75 million.
 - Route 28 Northbound Widening (McLearen Road to Route 50) - \$20 million.
 - In January 2019, VDOT released SMART SCALE scores and proposed funding scenarios. Only Richmond Highway BRT was included for proposed funding. FCDOT is reviewing scores, and providing feedback prior to CTB consideration in June 2019. The Board of Supervisors will have an opportunity to comment on the proposed projects selected in April or May 2019.
- **Capital Improvement Program (CIP):** CFD coordinated the FCDOT portion of the CIP for the County Executive's advertised FY2020 Budget. Potential highlights for this CIP include:
 - In 2018, the Virginia General Assembly passed HB 1539/SB 856, also known as the Commuter Rail Operating and Capital (C-ROC) fund, which provides \$15 million annually for VRE that can be used for either operating or capital funds.
 - On January 28, 2014, the Board of Supervisors approved \$1.4 billion of Transportation Priorities Plan projects for FY2015 – FY2020. This program will continue to fund transportation projects in the County which will provide for building and improving roads, sidewalks, bike lanes, and transit facilities.
 - Fairfax County currently has two transportation service districts created to support the advancement of transportation improvements. These service districts are located in Reston and Tysons, and were created and approved by the Board of Supervisors on April 4, 2017, for Reston, and December 4, 2012, for Tysons. In FY2020, the Reston and Tysons transportation service districts are expected to generate approximately \$2 million and \$8.1 million in tax revenues, respectively.
 - The Monument Drive Commuter Parking Garage and Transit Center is a new parking garage with a minimum of 820 parking spaces, and will include a transit center of eight to twelve bus bays, a kiss-and-ride facility, one shuttle bus bay, bicycle storage, restroom facilities, and a Connector store. This project is currently in the design phase with construction anticipated to begin in fall 2021. The estimated total cost of this project is \$38.5 million to be funded with Transform 66 concession funds.
- **Coordination with Metropolitan Washington Council of Governments (COG) Transportation Planning Board (TPB), Metropolitan Washington Air Quality Committee (MWAQC), and COG Climate, Energy, and Environmental Policy Committee (CEECP)**
 - **Visualize 2045 and FY 2019 – 2024 Transportation Improvement Program (TIP):**
 - On September 21, 2018, staff briefed the TPB on the Draft Visualize 2045 Plan (formerly the Constrained Long Range Plan) for the region. The briefing covered each chapter of the document including Regional Policy, Regional Context, Aspirational Element (seven new initiatives which calls on the region and its jurisdictions to go further in future plans to make these new ideas a reality), the Financially Constrained Element, Performance Planning, and Public Participation. Also, the TPB was briefed on the Draft FY 2019 – 2024 TIP, which is the funding document for projects required by federal law that funding be available and committed for the first two years of the program. On October 2, 2018, the Fairfax County Board of Supervisors discussed and moved to support the Visualize 2045 Plan and recommended the TPB adopt it. On October 17, 2018, the TPB accepted the comments and recommended TPB staff responses to the comments received for the conformity analysis, Visualize 2045, and the TIP. The TPB also approved the air quality conformity analysis of

Visualize 2045 and 2019 – 2024 TIP, the Visualize 2045 Plan, and the FY 2019-2024 TIP at this October 17, 2018, meeting.

- At its December 19, 2018 meeting, the TPB approved the Visualize 2045 Aspirational Initiatives that the region should advance. They included three sets of action. The first is to undertake two specific work activities:

- a) Identify a set of regional prioritized high-capacity transit stations where pedestrian and bicycle access improvements have the greatest potential to utilize existing capacity and increase ridership.
- b) Expand the National Capital Trail, so that it connects to the other major trails in the region in all TPB jurisdictions.

The second set of actions directs the Commuter Connections program staff to:

- a) Examine ways in which existing service applications and programs can be enhanced to increase commuter engagement and motivation that in turn affect travel behavior.
- b) Develop a process through which TPB member jurisdictions can work with WMATA to undertake a targeted outreach to employers to increase participation in the Smart Benefit program.
- c) Develop policy templates for small and mid-sized employers to implement flex-time and telework programs at their workplaces.

The third set of actions calls on transportation agencies in the region to collaborate on:

- a) Developing a consistent framework of preferred standards for developmental density, operations and service densities, and service standards to support the regional implementation of Bus Rapid Transit.
 - b) Develop a consistent tolling policy for the region's express lanes network.
- On January 16, 2019, the TPB was briefed on the Visualize 2045 Environmental Justice Analysis. The TPB is required to conduct an Environmental Justice analysis of its Long Range Plan per Title VI of the 1964 Civil Rights Act. The Environmental Justice analysis examined the constrained element of Visualize 2045 for impacts on low-income populations, minority populations, or both. The results of the analysis demonstrated that Visualize 2045 does not have a disproportionately high or significantly adverse impact on these populations and complies with and passes federal Environmental Justice determination.
 - o **Approval of Comments to US EPA and US DOT on the Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026:** On October 17, 2018, the TPB approved a joint letter by the TPB, MWAQC, and CEEPC, commenting on the US EPA's proposed rule for model year 2021 to 2026 light-duty vehicles CO₂ emissions standards. The proposed rule would relax existing corporate average fuel economy and CO₂ emissions standards for passenger cars and light-duty trucks. The joint letter urges the EPA to stand by its January 12, 2017, final determination, which would maintain existing Corporate Average Fuel Economy and greenhouse gas standards, since the proposed rule change would make it difficult for the region to conform to mobile emissions budgets.
 - o **Approval of the Coordinated Human Service Transportation Plan:** The Human Service Transportation Plan is a federal requirement established by the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility Program for Metropolitan Planning Organizations (MPO) to coordinate and cooperate with the MPO jurisdictions in providing and improving transportation services to people with disabilities and older adults in the urbanized area. The FTA requires a coordinated plan to guide implementation of the Enhanced Mobility Grant Program every four years. Approximately \$2.5 million in matching grants is available for the DC-MD-VA urbanized area. Matching funds required by the applicant are: 20 percent for capital or mobility management and 50 percent for operations. Solicitation for the Enhanced Mobility grant applications will commence in summer 2019.
 - o **Approval of Performance Based Planning and Programming Highway Safety Targets:** On January 16, 2019, the TPB approved the region's highway safety targets for 2019 for the National Capital Region. Under the Fixing America's Surface Transportation (FAST) Act, the Federal Highway Administration (FHWA) issued a final rule to establish performance measures for state departments of transportation and MPOs to establish and report safety targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized

serious injuries. The National Capital Regions targets were reviewed and recommended by the Transportation Safety Subcommittee and the TPB Technical Committee.

- **Washington Metropolitan Area Transit Authority (WMATA)**
 - **Funding and Reforms for WMATA:** With the \$500 million in dedicated capital funding in place, WMATA continues bringing the Metrorail system back to a “State of Good Repair”. In Virginia, the General Assembly passed HB 1539 (Hugo)/SB 856 (Saslaw), the WMATA/Transit Funding Bill, which includes approximately \$154 million per year for WMATA, as well as governance reforms.
 - **Northern Virginia Transportation Commission (NVTC):**
 - In June 2018, NVTC held a strategic retreat to address the changes and requirements for NVTC that are required as part of HB 1539/SB 856, including how to address the restriction on Alternate Members of the WMATA and underlying committee and staff structures. The changes include two Commission members being appointed to the WMATA Board of Directors, with one being a Principal Director and the other being an Alternate Director.
 - **I-66 Commuter Choice Program Annual Report:** In October 2018, NVTC submitted the I-66 Commuter Choice Program FY2018 Annual Report to the Commonwealth Transportation Board. The data used in the annual report comes from projects funded with I-66 toll revenues. County staff submitted the annual performance report for Fairfax Connector express commuter bus service from the Fairfax County Government Center to the State Department/Foggy Bottom area in the District of Columbia.
 - Per the agreed-upon performance metrics, the opening year inbound morning peak-period increase in person throughput will be approximately 36,199, which equates to 144 trips per day based on 250 work days. Over the course of the review period, Fairfax Connector Route 699 had 1,124 total boardings during the morning peak hours, which equates to average morning boardings of 187 passengers per day or 18.7 passengers per trip, surpassing the agreed upon performance metric noted above. To date, ridership has increased since the route's inception from an average of seven passengers per trip to over 23 passengers per trip with several trips having standing loads.
 - **Metro Capital Funding Agreement (CFA):** The Metro CIP includes funding for maintenance and safety, new rail cars, power upgrades for running eight car trains, and additional buses for operating Priority Corridor Networks. WMATA and the jurisdictions have approved three one-year extensions for FY2017, FY2018, and FY2019 to the CFA. The WMATA Board has started reviewing the FY2020 Budget, and discussions will be taking place about whether the region should approve a new long-term agreement for FY2020 and beyond or just another extension of the current CFA to allow the purchase of new railcars and other capital projects to continue, as well as the sale of bonds, during FY2020.
- **Virginia Railway Express (VRE)**
 - On April 20, 2018, the VRE Operations Board approved authorization to issue an Invitation for Bids (IFB) for construction of the Rolling Road Station platform extension pending completion of the final design spring 2019. The platform will be extended to accommodate longer trains, similar to the platform extension recently completed at the Lorton Station.
 - Design plans are currently under review for a second platform at the Lorton Station and final design is anticipated to be completed in spring 2019. Construction is anticipated to begin in spring 2020 and completed in summer 2021.
 - In April 2018, the Virginia General Assembly created the Commuter Rail Operating and Capital (C-ROC) Fund -HB 1539/SB 856, which provides \$15 million annually for VRE from the imposition of a floor on the regional gas tax, which was imposed separately through SB 896/HB 768. Funds are disbursed to Potomac Rappahannock Transportation Commission (PRTC) and Northern Virginia Transportation Commission (NVTC) on a monthly basis. The C-ROC funds may be used to fund the cost of operating commuter rail service as well as the capital costs of acquiring, leasing, or improving railways or railroad equipment, rolling stock, rights-of-way, and facilities, including the use of debt financing where appropriate. On December 14, 2018, the VRE Operations Board agreed to initially use the C-ROC funds for pay-as-you-go (PAYGO) capital investments until the Operations Board agrees that the financial environment requires otherwise.

- o More information about VRE capital improvements can be found in the VRE recommended annual budget for FY2020 that shows the six-year CIP for FY2020 – FY2025:
<https://www.vre.org/about/financial-information>
- **Reston Transportation Infrastructure Funding**
 - o On February 28, 2017, the Board of Supervisors approved the Reston Transportation Funding Plan. This 40-year plan includes nearly \$2.3 billion in transportation infrastructure improvements. Funding for this plan includes a Reston Transportation Service District, which was established by the Board of Supervisors on April 4, 2017. An advisory board provides the Board of Supervisors with recommendations on the transportation service district tax rate. The Board of Supervisors set the FY2019 rate at \$0.021/\$100 of assessed value, which is consistent with the Reston Transportation Funding Plan.
 - o As of January 31, 2019, \$317,817 has been collected by the County for the Reston Transportation Road Fund, and \$2,893,104 has been collected for the Reston Transportation Service District.
 - o Additional intersection improvement projects have been recommended for the list of funding plan improvements to address the concerns of Reston residents regarding the implementation of Reston transportation improvements. Funding for the Fairfax County Parkway/Sunrise Valley Drive interim intersection improvements was approved with FY2018 carryover. The total project cost estimate is approximately \$2 million and is estimated to be completed by FY2024. Another intersection improvement project, Reston Parkway at Baron Cameron Avenue, was proposed to the Reston Transportation Service District Advisory Board at the spring 2019 meeting. This project will be initiated at the end of FY2019 and has a total project cost estimate of \$2.5 million. The project will modify the intersection to include a second left turn lane on the westbound Baron Cameron Avenue approach. A cash flow was developed for the projects and was shared with the Reston Transportation Service District Advisory Board at the fall 2018 meeting, as well as with the Reston Association. The cash flow details include anticipated costs, estimated project schedules (projects are laid out in proposed priority order), and revenues over the life of the funding plan. The cash flow is available for viewing at: <https://www.fairfaxcounty.gov/transportation/sites/transportation/files/Assets/Documents/PDF/RTSDAB/Reston-Cash-Flow-Fall-2018-20181023.pdf>.
- **Northern Virginia Transportation Authority (NVTa): Regional Long-Range Plan and HB 2313 Regional Funds**
 - o On February 14, 2019, NVTa approved a list of proposed projects and funding amount for the FY 2025 CMAQ and RSTP programs to be recommended to the Commonwealth Transportation Board (CTB) for adoption, including funding for projects requested by the County.
 - o The CTB is anticipated to meet on June 19, 2019, to vote on the proposed projects and funding amounts to be included in the Six-Year Improvement Program. The County's projects are as follows:
 - Countywide Transit Stores: \$670,000
 - Fairfax County Parkway Improvements: \$1 million
 - Richmond Highway Bus Rapid Transit Project: \$13 million
 - Richmond Highway Widening (Mount Vernon Highway to Napper Road): \$10 million
 - Soapstone Drive Extension (Dulles Toll Road Overpass): \$5.6 million
- **2019 Legislative Summary and Bill Implementation**
 - o **Interstate 66/ Tolling:** To address traffic due to minor accidents during construction, Senator Marsden introduced SB 1073, which requires the driver of a vehicle involved in an accident on I-66 in the segment under construction as part of the Express lanes project to move their vehicle to the nearest pull-off area if the driver can safely do so, the vehicle is movable, and there are no injuries or deaths resulting from the accident. The requirement expires when construction of the project is complete.
 - o As originally introduced, **HB 2527** (Hugo) prohibited the imposition and collection of tolls on any primary, secondary, or urban highway in Planning District 8 not tolled as of January 1, 2019, without prior approval by the General Assembly. The bill as amended to provide this restriction to only the Fairfax County Parkway and the Prince William Parkway and then was passed.

- o Several bills that would have impacted the Express Lanes or other toll facilities in Fairfax County in various ways were introduced. Though ultimately unsuccessful, they would have:
 - Set the operating hours for Interstate 66 inside the Beltway Express Lanes from 6:30 a.m. to 9:00 a.m. for eastbound lanes and from 4:00 p.m. to 6:30 p.m. for westbound lanes.
 - Limited the tolls on the I-66 Inside the Beltway Express Lanes to \$15 and would have extended that limitation to the I-66 Outside the Beltway Express Lanes once they are completed.
 - Imposed a tax at a rate of five cents per gallon on aviation jet fuel purchased or used in Virginia by United Airlines. The bill disbursed revenue from the tax to the Metropolitan Washington Airports Authority (MWAA), provided that MWAA entered into an agreement to use the proceeds to finance Silver Line Phase 2 and to reduce toll rates on Dulles Toll Road users. If MWAA did not enter into such an agreement, the bill prohibited the Department of Aviation from disbursing any revenue from taxes on aviation fuel to MWAA.
 - Permitted a high-occupancy vehicle having two or more occupants to use the eastbound lanes of the Dulles Airport Access Road regardless of whether that vehicle is being used for airport-related purposes.
- o **Electric Scooters:** Electric scooter companies are currently operating in metropolitan areas around the Commonwealth and the Washington Metropolitan area. HB 2752 (Pillion) was passed to address the proliferation of these new vehicles. As passed the bill authorizes localities to regulate the operation of companies providing motorized skateboards or scooters for hire and notes that this action can occur absent any such ordinance, regulation, or other action by January 1, 2020. The bill prohibits operating a motorized skateboard or scooter at a speed faster than 20 miles per hour. The bill makes consistent the operational requirements for motorized skateboards or scooters and similar devices (such as bicycles), including (a) allowing motorized skateboards and scooters to be driven on sidewalks, (b) requiring motorized skateboards and scooters driven on a roadway to be driven as close to the right curb as is safely practicable, (c) prohibiting the operation of motorized skateboards or scooters on any Interstate Highway System component, and (d) requiring operators of motorized skateboards and scooters to use hand signals and have lights.
- o **Turns onto Residential Roads:** HB 2033 (Murphy) was introduced to address commuter traffic on local roadways in Fairfax County. One method of addressing cut-through traffic allowed by VDOT is to prohibit turns from major streets into some residential subdivisions during morning or evening rush hours. These restrictions prevent the residential secondary streets from becoming congested and work to provide safer roadways for the families that live on these roadways. However, an unintended consequence is that residents can also not turn onto the road on which they reside if a turn is restricted – because all turns are restricted. HB 2033 allows Fairfax County to create a program that provides a sticker or some other appropriate item that police can readily see to identify residents who live in the community.
- o **Parking Enforcement:** Currently, cities with a population of at least 40,000 are allowed to have uniformed personnel under contract issue a summons or parking ticket for a violation of the of the locality's parking ordinances. In counties and towns, the summons or ticket must be issued by law-enforcement officers or other uniformed employees of the locality. HB 1818 (Delaney) and SB 1044 (Black) allow counties and towns with a population over 40,000 to also contract out this service.
- o **Utility Undergrounding:** SB 1759 (Surovell) sought to provide an avenue for utility undergrounding for certain transportation projects. Specifically, it creates a pilot program for Fairfax County to request an electric utility to place underground electric utility distribution lines for certain transportation projects in or near areas of transit-oriented development. Under the pilot, the County and the utility would enter into an agreement that provides that (i) the locality shall pay to the utility its full additional costs of relocating and converting that portion of the line located in the locality underground rather than overhead that are not recoverable under applicable rates; (ii) the locality shall impose an assessment on electric utility customers in the County for an amount sufficient to cover the utility's additional costs, which assessment shall be shown as a separate item on such customers' electric bills and shall be collected by the utility on behalf of the locality; (iii) the utility shall convert, operate, and maintain the agreed portion of the line underground; and (iv) such other terms and conditions on which the parties may agree.

- o **FY 2020 I-66 Commuter Choice Call for Projects:** In November 2018, NVTC authorized an I-66 Commuter Choice Program Call for Projects to be funded under the I-66 Commuter Choice program for inclusion into the FY2020 Six-Year Improvement Program. The Call for Projects detailed the purpose and funding mechanisms of the program, criteria for funding eligibility, and application requirements and procedures for obtaining funding as part of the project. Applications were due on January 16, 2019. In December 2018, the Board of Supervisors approved a resolution authorizing staff to apply for regional funding for FY2020 through the NVTC to fund three projects that will increase travel options for commuters on I-66 Inside the Beltway. County staff recommended the following projects for submission to NVTC:
 - Renewal of existing grant funds for expansion of the Fairfax Connector Route 699, and adding three additional trips in the morning and evening peak hours.
 - Express bus service operating from the Stringfellow Road Park-and-Ride lot to the L'Enfant Plaza area in the District of Columbia.
 - Vienna Metrorail Trail from Blake Lane to Vienna Metrorail Station.
- o **Request for Proposals for I-66 Commuter Choice Marketing/TDM Needs Assessment:** At its January 2019 meeting, NVTC authorized the executive director to issue an RFP for consulting service to conduct research and develop the Strategic Marketing Communications Plan for the I-66 Commuter Choice Program. Funding for this project was approved under the FY2018 Commuter Choice Program. The overall objectives include providing market research and identifying areas where the Commuter Choice Program adds value to existing TDM programs in the corridor and developing a strategic marketing communications plan and resources for implementation across the region. The contract will have a value not to exceed \$300,000. Prior to contract award, the executive director will return to the Commission for final approval.
- o **New Route Funded with I-66 Commuter Choice Funds:** On January 22, 2019, the new express Route 698 launched to provide commuters an additional transit option from the Vienna Metrorail Station to the Pentagon via I-66. The route application and funding was authorized by the Board on December 5, 2017. This route is supported by the Commuter Choice Program and I-66 toll revenues. Ten rush-hour trips will be added to both the morning and evening schedules. Initial ridership is 11 passengers per trip.
- o **I-395 Annual Transit Investment Funds Memorandum of Agreement (MOA):** At its January 2019 meeting, NVTC approved the MOA between NVTC and PRTC for the Distribution and Allocation of I-395 Annual Transit Investment Funds, which outlines the distribution and allocation of the annual transit payment under the I-395 Express Lanes project. This agreement allows for the annual transit investment funds to be administered under a joint arrangement, reducing program administration costs and facilitating greater regional cooperation in the selection of projects. Specifically, the MOA outlines the distribution and allocation of the annual transit payment under the I-395 Express Lanes project. The first annual transit payment of \$15 million is anticipated in late 2019 at the commencement of tolling on the I-395 Express Lanes.
- o **NVTC's FY2020 General and Administrative Budget and 2019 Work Plan:** At its January meeting, NVTC approved the FY2020 NVTC General and Administrative (G&A) Budget and NVTC 2019 Work Plan. The budget totals \$3,674,500, including funding for the administration of the I-66 and I-395 Commuter Choice programs. Exclusive of Commuter Choice program costs, the preliminary budget proposes a 4.5 percent increase from NVTC's FY2019 G&A budget. The FY2020 G&A budget includes resources to accomplish the NVTC Work Plan, oversight of WMATA, and increased financial management activities. Total expenses are proposed to increase by \$506,800, or 16 percent, over the approved revised FY2019 budget. Of this increase, \$400,000 is for administration of the Commuter Choice programs and is funded by toll revenues, leaving a net increase of \$106,800, or 4.5 percent, over the approved revised FY2019 budget for the balance of NVTC's operating program.

Site Analysis and Transportation Planning Division

The Site Analysis and Transportation Planning Division (STP) is responsible for long-range planning efforts, the analysis of transportation impacts of current and future developments, reviewing the transportation aspects of zoning submittals, as well as other miscellaneous planning and implementation activities. STP consists of two

sections: Site Analysis and Transportation Planning. The following information outlines the status of projects and tasks currently being undertaken by each of the sections.

Site Analysis Section

- **Tysons Zoning Applications**
 - o Staff are reviewing 19 active land use cases in Tysons, including 16 rezoning cases, one site plan application, and one comprehensive sign plan amendment case.
 - o There are ten sites under formal discussion for potential rezoning cases. Each of these include some level of transportation review.
 - o One land use application was approved by the Board of Supervisors between September 2018 and February 2019.
 - o Efforts continue to ensure that Comprehensive Plan goals are met for both approved development and general implementation activities in Tysons.
 - o Staff is also participating in the following projects: a simulation study of modified intersection treatments along the Route 123 corridor; the construction of the Jones Branch Connector; the design for the Route 7 and Route 123 interchange; the Envision Route 7 study; the Route 7 Bus Rapid Transit study from Route 123 to I-495; the Route 7 widening study from Route 123 to I-495; coordination on the future use of the Tysons West*Park Transit Station site; Dominion Energy's Idylwood to Tysons Electric Transmission Line project; ongoing implementation of Capital Bikeshare throughout Tysons; frontage and access improvements to the intersection of Tysons Boulevard and International Drive; the bicycle and pedestrian bridge over I-495; and the Lincoln Street alignment study to further implement the grid of streets in Tysons.
- **Land Use Review along Phase 2 of Silver Line/Reston-Herndon**
 - o Staff is reviewing 14 active land use cases in this area.
 - o Five land use applications have been approved by the Board of Supervisors from August 2018 to February 2019. Two are located near the Wiehle-Reston East Metrorail Station and three are located near the Reston Town Center.
 - o Site Analysis staff continues to participate in the implementation of the Comprehensive Plan goals for this area, including funding plan development efforts.
 - o Staff continues to coordinate with the Capital Projects and Traffic Engineering Division and the Transportation Design Division on transportation projects impacted by land use cases.
 - o Staff supported the Department of Planning and Zoning's Zoning Ordinance amendment for the PRC zoning designation change concerning the density provisions set forth in Section 6-308 of the Zoning Ordinance. This included preparation of materials about TDM program annual reports, involvement in stakeholder meetings with the Reston Association, as well as participation in the Planning Commission's January work group session and February public hearing.
- **Land Use Review along Richmond Highway**
 - o Staff is reviewing five active land use cases in the Richmond Highway corridor.
 - o Site Analysis staff continues to participate in the implementation of the recently adopted Embark Comprehensive Plan goals for this area.
 - o Staff continues to coordinate with the Capital Projects and Traffic Engineering Division on the Richmond Highway widening project from Jeff Todd Way to Napper Road and the Bus Rapid Transit project from the Huntington Metrorail Station to Fort Belvoir. Staff is also coordinating with the Transportation Design Division on other projects that may impact land use cases.
- **Innovation Center Station North Study**
 - o The Plan Amendment was authorized by the Board of Supervisors (BOS) on October 24, 2017. The authorization directed staff to look at increasing the density on the north side of the station, within the Core Area as defined by the BOS authorization, consistent with other Metrorail stations on the Silver Line. The BOS also directed staff to evaluate the impacts of a predominately office-based land use.

- o As part of the Plan Amendment, FCDOT has obtained consultant assistance to conduct a transportation study of the proposed change in land use and identify appropriate mitigations.
- o FCDOT coordinated with the Town of Herndon, Loudoun County, and VDOT on the study, including mitigations. This effort was a continuation of the inter-jurisdictional work that began in 2009 with the Center for Innovative Technology (CIT) Plan Amendment and rezoning approvals (The Hub and Waterside) in Loudoun County.
- o The transportation study was submitted on time to VDOT on June 11, 2018, as part of the Chapter 870 regulations. After minor revisions, the transportation study was accepted by VDOT.
- o The plan amendment was approved by the Board of Supervisors on December 4, 2018.
- **General Zoning Applications and Post-Zoning Activities**
 - o Staff completed 37 Chapter 870 Traffic Impact Analysis determinations during this time period.
 - o Staff is engaged in the review of 50 new land use cases.
 - o Staff reviewed a number of new post-zoning cases, including:
 - Six site plan reviews.
 - Three site plan waiver requests for roadway improvements.
 - Six site plan waiver requests for trail, sidewalk, and bicycle improvements.
 - Seven proffer interpretations.
 - Coordination and case work for in-process requests also continued during this time period.
- **15.2-2232 Public Facilities Review**
 - o Staff has reviewed five applications for public facilities during the current reporting period.
- **Transportation Demand Management (TDM)**
 - o 55 percent of new rezoning applications have a TDM component to be negotiated and finalized.
 - o Coordination on implementation of proffered TDM programs by property developers and owners occurs daily.
- **Parking**
 - o Two new shared/reduced parking requests were submitted for review by Site Analysis staff during this period.
- **Right-of-Way Inquiries**
 - o Four vacation/abandonment/discontinuance requests were processed during this time period.
 - o 15 general right-of-way inquiries were addressed.
- **Process and Standards**
 - o **Urban Street Standards (USS):** Several agencies are coordinating to establish urban street standards for approval by VDOT under new guidance from the state's Road Design Manual. Site Analysis has taken the lead in this effort. For Reston, VDOT approval has been secured for Phase I of the Wiehle-Reston East Transit Station Area (TSA) and the Reston Town Center TSA; the final submission of Phase II of the USS that would apply to all three TSA areas was done in January 2019. It is anticipated that approval of Phase II will be complete by February 2019, and that implementation procedures would commence immediately thereafter. Both FCDOT and VDOT staff have been working on a guidance document to facilitate its implementation and define the waiver process within the multimodal defined areas. The County's Public Facilities Manual was amended in December 2018 to allow utilization of these new standards.
 - o Staff continues to participate in the ongoing effort to implement urban street designs in Transit Oriented Developments (TOD) and County activity centers to conform to the urban street design standards adopted by VDOT. These efforts continue in the Springfield Community Business Center (CBC) and have been initiated for the Richmond Highway corridor as a component of the Embark planning process.
 - o Site Analysis is participating in ongoing process changes intended to optimize the site plan and zoning review processes, including zoning ordinance modernization, Public Facilities Manual update, and E-plan process improvement and initiation. The Public Facilities Manual was updated in December 2018 as the

first of several pending revisions. The first update was focused on editorial and modernization edits that include embedded hyperlinks. The next phase will focus on revisions to chapters that relate to streets, sidewalks, and trails to incorporate bicycle guidance into the manual.

- o **Springfield Complete Streets and Road Fund**
 - Complete streets cross-sections have been developed for the roadways in the CBC and TSAs, taking the urban design guidelines from the DRPT into consideration, while making an attempt to use existing infrastructure and minimize right-of-way requirements.
 - Cost estimates have been developed for each facility based on the cross sections.
 - Draft Springfield Road Fund residential and commercial rates have been developed.
 - Meetings with stakeholders commenced in early 2018 with the most recent meeting held with the Transportation Association of Greater Springfield in October 2018.
 - Further meetings with stakeholders are necessary to determine if there is a consensus to proceed with a Road Fund.

Transportation Planning Section

- **Seven Corners Area Study**
 - o On July 28, 2015, the Board of Supervisors approved the Comprehensive Plan Amendment.
 - o The County submitted applications for SMART SCALE funding (twice) and Northern Virginia Transportation Authority (NVTA) funding (twice) for initial engineering and design of the first segment of the new “ring road” interchange, but the project has not been selected for funding.
 - o Staff is working on the follow-on motions that the Board adopted in conjunction with the Comprehensive Plan Amendment.
 - o The Juniper Lane Connectivity Study was initiated in spring 2018. Three community meetings have been held, and a draft report with options for when the Sears site redevelops was published in January 2019.
- **Huntington Area Transportation Study**
 - o In January 2015, alternatives for the Richmond Highway intersections at Fort Hunt Road and Huntington Avenue were prepared and presented to the Board.
 - o Per direction from the Board, the North Gateway development site’s land intensity was tested at a 2.0 floor-area-ratio.
 - o Mitigation measures for year 2040 conditions are recommended in the draft final report completed in November 2018.
 - o In November 2018, the draft final report was submitted to VDOT in support of Plan Amendment 2018-IV-T1 to consider alternatives to a grade-separated interchange at the Richmond Highway/Huntington Avenue/Fort Hunt Road intersections.
 - o Staff is in the process of responding to VDOT comments on the study.
 - o A public hearing date for the Plan Amendment is anticipated in summer 2019.
- **Tysons Neighborhood Study Phase II**
 - o Analysis of conditions was completed.
 - o A memorandum outlining next steps is expected to be completed spring 2019.
 - o New traffic counts have been taken for a number of locations for the purpose of understanding how conditions have changed between the beginning of the study and current conditions.
 - o Results of the analysis are being presented to district supervisors representing the areas containing study intersections. Additional citizen meetings will be scheduled in mid-2019. Staff will finalize the memorandum when meetings with all supervisors are complete.
 - o As a part of the “next steps” of the Tysons Neighborhood Study, some intersections will be advanced for further evaluation and/or feasibility analyses, and implementation.
 - **Dolley Madison Corridor Study:**
 - Four intersections from the Neighborhood Study (Dolley Madison Boulevard/Great Falls Street/Lewinsville Road, Dolley Madison Boulevard/Old Dominion Drive, Great Falls Street/Chain Bridge Road, and Balls Hill Road/Lewinsville Road) are being evaluated as a corridor to understand how each intersection affects the others. Additionally, short-term improvements

requiring minimal right-of-way are being investigated to understand if any improvements can be done in the near-term to reduce traffic congestion.

- Counts were taken in late spring 2017, existing and future conditions were evaluated, and six independent scenarios were developed that could either be done separately or together.
- The scenarios were presented to the district supervisor, and staff was requested to eliminate two scenarios from consideration, while looking at three additional scenarios. All scenarios have since been evaluated. Staff has combined the remaining viable scenarios and has presented them to the district supervisor. Staff was then requested to evaluate more long-term solutions to compare traffic operations between short and long-term solutions. This analysis is currently underway and is expected to be completed by summer 2019.
- After presenting the results of the long-term solution analysis to the district supervisor, public meetings will be scheduled for early fall 2019 to gain feedback from the community on all options.
- Lewinsville Road/Spring Hill Road: For information regarding the Lewinsville Road/Spring Hill Road intersection, please see the *Project Status Report* section of this document.
- Lewinsville Road/Leesburg Pike: The Lewinsville Road/Leesburg Pike intersection is a part of VDOT's Route 7 Widening Project, scheduled for completion in 2024.
- Georgetown Pike/Balls Hill Road: The Georgetown Pike/Balls Hill Road intersection is a part of a joint project between VDOT and FCDOT's Traffic Engineering Section and is currently in the preliminary engineering stage.
- Electric Avenue/Cedar Lane: For information regarding the Electric Avenue/Cedar Lane intersection, please see the *Project Status Report* section of this document.
- **Richmond Highway Bus Rapid Transit Project (Embark)**
 - o In October 2014, the Executive Steering Committee for the DRPT Route 1 Multimodal Alternatives Analysis recommended the long-term extension of the Metrorail Yellow Line from Huntington to Hybla Valley, with BRT running in the median, to be phased for the entire corridor from Huntington to Woodbridge.
 - o In May 2015, the Board endorsed the study and recommendations. The Board also authorized a Comprehensive Plan Amendment to assess and refine the recommendations of the Route 1 Multimodal Alternatives Analysis for Phases 1 and 2 of the BRT, from Huntington to Accotink Village, Fort Belvoir. The amendment considered: a) Land use density and mix for the areas within a one-half mile radius of proposed stations, corridor wide transportation systems, urban design, public facilities, and other elements supportive of BRT; and b) Policy guidance supporting future Metrorail extension from the Huntington Metrorail station to Hybla Valley.
 - o In March 2018, the Board approved the Embark Richmond Highway Comprehensive Plan Amendment. This plan won the 2018 Commonwealth Plan of the Year Award and a Fairfax County Team Award.
 - o FCDOT is working on six follow-on motions: 1) Refined Grids of Streets Analysis 2) Huntley Meadows Park Trail 3) Bicycle Master Plan Park Path 4) Bicycle Master Plan Amendment 5) Woodlawn Cultural Corridor Trails 6) Transportation Funding Plan.
 - **Grid of Streets:** The consultant team is preparing the final scope of work documents and updating the fee schedule per the new County on-call consulting contract. Work is expected to begin in March 2019, after issuance of a notice to proceed. This grids of streets analysis is expected to conclude by December 2019.
 - **Huntley Meadows Trail:** The two follow-on motions involving Huntley Meadows Park, regarding the removal of a planned trail and separate bike path from Huntley Meadows Park (motions 2 and 3 above), and from the Countywide Bicycle Master Plan and Trails Plan maps, were adopted by the Board on February 5, 2019. A subsequent follow-on motion directs staff to identify and consider alternative bike and trail connections outside of the park boundary, in advance of the Countywide updates to the Bicycle Master Plan and Trails Plan (to be in conjunction with motions 4 and 5 above). FCDOT staff will begin work on this subsequent follow-on motion in March 2019.
 - **Transportation Funding Plan:** Internal FCDOT staff is preparing to meet late February 2019 to review the identified projects list, begin discussion on preparing cost estimates for these

improvements, and also to review what funding mechanisms may be available. Work on this follow-on motion will continue throughout 2019.

- **Fairfax County Parkway/Franconia-Springfield Parkway Corridor Improvement Study**
 - o In 2014, VDOT and FCDOT initiated this joint study to assess short-term, multimodal improvements for the 30-plus miles of corridor.
 - o VDOT led the effort on existing conditions for Fairfax County Parkway, while Fairfax County led the effort on existing conditions for Franconia-Springfield Parkway.
 - o Existing conditions analyses included data collection, analysis of existing traffic conditions and crash data, and traffic simulation modeling. A series of short-term improvements have been developed and prioritized. There are \$5.0 million on the list of unfunded projects for consideration to implement these improvements. Small-scale improvements will be included in various VDOT budgets and implemented as funding becomes available. VDOT has completed 49 of the 350 recommendations.
 - o Fairfax County is now leading the subsequent Fairfax County & Franconia-Springfield Parkways Alternatives Analysis and Long Term Planning Study, assessing current and potential Comprehensive Plan improvements and future options.
 - o In 2017, the County's study of future options began, focusing on planning for a long-range vision. The long-term study has and will continue to involve extensive public involvement. Public meetings started in October 2018 and included an online survey. More than 15,000 surveys were received, and staff is preparing five scenarios for future study.
 - o Additional rounds of public outreach are scheduled to occur in spring, and summer 2019, focusing on identifying, evaluating, and recommending future options for the corridor to include in the Comprehensive Plan.
 - o The long-term study is anticipated to be complete by spring 2020.
- **Envision Route 7 Transit Alternatives Analysis (NVTC)**
 - o The study corridor stretches from Alexandria to Tysons.
 - o Phase II, initiated in late 2014, carried over both the Light Rail Transit and BRT options from the Phase I study and the resulting recommendation is for BRT from Tysons to the Mark Center in Alexandria, with service to the East Falls Church Metrorail Station. Detailed routing options within Tysons are being evaluated further.
 - o In July 2016, the NVTC Board endorsed the study recommendations. A final report has been prepared.
 - o A contract for Phase III of the Alternatives Analysis, focusing on conceptual engineering, refinement of project costs, development of potential phasing strategies, and identification of required right-of-way, was approved in June 2018. The Board approved matching funds for this study at its December 5, 2017, meeting.
 - o NVTC will hold a workshop in February 2019 with staff from each jurisdiction to discuss right-of-way needs, runningway alignment, and station locations. Other stakeholders that will be in attendance are WMATA, VDOT, and DRPT.
 - o FCDOT has initiated a study of the Route 7 corridor in Tysons to supplement the NVTC study. This effort will look at the cross section of Route 7, potential bus station locations, and the routing of the BRT in Tysons. This study is being coordinated with the Route 7/Route 123 interchange study and the Route 7 Widening study (I-66 to I-495).
 - o FCDOT executed a contract with a consultant in September 2018.
 - o Fairfax County held the kickoff meeting with staff and the consultant in October 2018.
 - o This study is expected to be completed in summer 2019.
- **Lincolnia Community Business Center (CBC) Transportation Analysis**
 - o On March 6, 2018, the Board approved a new designation of Lincolnia as a CBC.
 - o FCDOT is conducting a transportation analysis to consider modifications to the transportation network to support new, more intense land uses, and is working with DPZ and the Lincolnia Task Force on these efforts. The study was submitted to VDOT for review in January 2019.
 - o The Lincolnia CBC Plan Amendment is expected to be considered by the Planning Commission and the Board in summer 2019.

- **McLean Community Business Center Visioning Study**
 - On April 10, 2018, the Board authorized a Comprehensive Plan Amendment for the McLean CBC. In May 2018, FCDOT initiated the transportation study for this effort by collecting traffic counts.
 - FCDOT is participating with DPZ and OCR in the McLean Visioning Study at Task Force meetings, which started in June 2018.
 - FCDOT engaged a transportation consultant in July 2018 to assist with this study.
 - FCDOT presented a report on existing transportation conditions to the Task Force in September 2018.
 - FCDOT presented a report on future 2045 transportation conditions to the Task Force in November 2018.
 - The McLean CBC Task Force is currently considering a new Vision Plan for the CBC. FCDOT will evaluate the Vision Plan when a consensus has been reached by the Task Force, which is anticipated in spring 2019.
 - Planning Commission and Board public hearings are anticipated in 2020.
- **Merrifield Suburban Center Existing Conditions**
 - On June 20, 2017, the Board adopted the Site-Specific Plan Amendment (SSPA) process to increase public participation in the development of the Comprehensive Plan Amendment Work Program.
 - The screening phase of the 2017 North County Review resulted in two significant nominations [Inova (formerly Exxon Mobil) and Fairview Park] within Providence District and the Merrifield Suburban Center.
 - On June 28, 2018, the Planning Commission approved these two Providence District SSPA nominations for further review.
 - In conjunction with review of the Providence District SSPA nominations, FCDOT has initiated an Existing Conditions Assessment of the Merrifield Suburban Center.
 - FCDOT awarded a contract to the consultant assisting in the study in July 2018.
 - Existing conditions analysis of the transportation infrastructure and capacity was presented to the Task Force in November 2018.
 - Existing conditions are anticipated to be complete in March 2019.
 - FCDOT will continue to coordinate with the two Providence District SSPA Nominators on a transportation analysis that evaluates the land use and transportation network.
 - A transportation impact analysis discussion with the Task Force is scheduled for April 2019.
 - FCDOT continues to coordinate with the two Providence District SSPA Nominators on a transportation analysis that evaluates the transportation impacts. Results to be presented by Nominators to the Task Force on April 2, 2019.
 - Planning Commission and Board public hearings are anticipated in summer 2019.

Special Projects Division

The Special Projects Division manages the Dulles Corridor Metrorail Project (DCMP) for Fairfax County. The division is working with local, state, and federal partners to implement a \$5.76 billion, 23-mile heavy rail construction project, including \$2.982 billion for Dulles Rail Phase 1 and \$2.778 billion for Dulles Rail Phase 2. The DCMP is an extension of WMATA's rail system which extends the system from just west of East Falls Church into Fairfax County, Dulles International Airport, and Loudoun County. The new extension of the WMATA system is called the Silver Line. Fairfax County's direct funding for DCMP exceeds \$1 billion. The Special Projects Division also coordinates planning, design, and construction issues for the Fairfax County Phase 2 garage projects at the Herndon and Innovation Center Stations with the Metropolitan Washington Airports Authority and the Fairfax Department of Public Works and Environmental Services. In addition to construction management, the team's efforts focus on communication with elected officials, the community, and other stakeholders to ensure accurate reporting of project information and progress.

The Special Projects Division also serves as the lead for the Transform 66 project on behalf of FCDOT. In this role, the team coordinates heavily with VDOT, Express Mobility Partners, and multiple County agencies to address

right-of-way, design, traffic analysis, off-corridor trails, stormwater, construction, monitoring, and outreach issues.

- **Transform 66**

- o SPD is coordinating the planning, design, and implementation of the off-corridor trail system to complete the I-66 parallel trail. Public information meetings are anticipated in spring 2019.
- o SPD is working with VDOT on the review of the updated interchange justification report for the analysis of the 2040 timeframe.
- o Coordination of the review of new roadway design plans and provision of comments to VDOT, including the Nutley Street interchange. VDOT recently provided 30% design plans for the Nutley Street interchange. The latest plans are an alternative design that includes dual modified roundabouts at the I-66 on/off-ramps rather than the diverging diamond concept. Staff continues to evaluate the new design and provide comments to VDOT.
- o SPD is providing ongoing assistance for the dedication efforts related to previously committed right-of-way obligations.
- o Public outreach efforts regarding Gallows Road, Route 28 signal removal and phasing, and overall project status.
- o County staff is participating in ongoing discussions with VDOT, EMP, and the City of Fairfax on the location of the administration building, maintenance building, and salt dome. Currently examining options to locate the maintenance and salt dome at the West Ox/Alliance Drive site in Fairfax County.
- o Continued coordination on the following concession fee projects:
 - **Route 29 Interchange:** Median widening to accommodate future Orange Line extension along I-66. An updated cost estimate was provided in December 2018. Initial preliminary engineering work is underway.
 - **Poplar Tree Road Bridge:** Bridge widening to accommodate a future four lane section per the Comprehensive Plan recommendation. The change order has been executed to include the widening in the Transform 66 project.
 - **Jermantown Road Bridge:** Widening of the Jermantown Road bridge over I-66 to facilitate future widening of Jermantown Road between Phoenix Drive and Route 50. The change order to include the improvement in the I-66 project has been executed.
 - **Monument Bridge Sidewalk:** Provision of a sidewalk on the west side of the Monument Drive Bridge to enhance pedestrian access to the future Monument Drive Park and Ride. VDOT is in the process of completing survey.
 - **Waples Mill at Route 50:** Provide a second left turn lane from westbound Route 50 to Waples Mill, three thru lanes on eastbound Route 50, and reconfiguration of westbound Route 50 to eastbound I-66 on-ramp. Design plans are in development.
 - **Route 29 Pedestrian Improvements:** Pedestrian improvements for missing segments on the south side of Route 29 between Nutley Street and Vaden Drive. Public meeting to be held in March 2019.

- **Dulles Rail (Phase 1)**

- o Final punch list work remains for VDOT items. Record of Decision road work has been completed, though work on the punch list is ongoing. MWAA has awarded a task order contract for the completion of outstanding punch list items, including the realignment of Old Meadow Road. Construction of the Old Meadow Road realignment is expected to begin in early 2019 and be completed by the end of 2019.

- **Dulles Rail (Phase 2)**

- o The cost estimate for all Phase 2 work is \$2.778 billion. Construction of the rail line, system, and stations for Phase 2 is 92 percent complete, while the rail yard is 94 percent complete. Construction continues at each of the Phase 2 Fairfax County station areas.
- o Fairfax County agreed to use its best efforts to separately fund and construct the Herndon and Innovation Center parking garages, each including approximately 2,000 parking spaces for Silver Line users. This is in addition to the County-funded and constructed garage at Wiehle-Reston East for Phase 1. Loudoun County will also be responsible for funding and constructing three garages at their Phase 2

stations. Fairfax County's funding and construction of the parking garages saved the project over \$200 million.

- o The estimated cost to Fairfax County to construct the parking garages at Herndon and Innovation Center Stations is \$96.9 million. This cost will largely be funded with parking revenues. Bids were received for both garages and were under the Engineer's estimate. The low bid for the Innovation Center Station garage was \$52 million (\$57 million estimated) and the low bid for the Herndon Station garage was \$44.5 million (\$56.7 million estimated).
- o In April 2015, MWAA announced design modifications to enhance the safety and reliability of the Silver Line, as well as stormwater revisions to conform to updated state criteria. As a result, the construction schedule for Phase 2 was extended by 13 months. The additional cost of \$95 million associated with this extension was negotiated between MWAA and Capital Rail Constructors.
- o Fairfax County is participating in a joint development at the Innovation Center Station site and received zoning approval in July 2014. Work on the joint development and associated site infrastructure is ongoing. The new Innovation Center Station garage began construction in April 2017 and precast erection began in April 2018. In August 2018, settlement of the garage's foundational elements was discovered and construction work on the garage was suspended to allow for necessary remediation. Construction is expected to resume once remediation is complete. The schedule impacts for the Innovation Center Station garage remediation is under review, but completion is scheduled to occur before revenue operations for Phase 2.
- o The County secured \$69 million from NVTA to fund the Innovation Center Station construction costs. The County also sought separate federal funding (CMAQ) for the station, providing an additional \$11.2 million in savings to the overall project. Combined, Fairfax County secured over \$80 million in funding for the Innovation Center Station.
- o Construction began on the Herndon garage in December 2016 and is 98 percent complete. Current activities include systems commissioning and punchlist development.
- o The Herndon garage is estimated to be complete by spring 2019. The schedule for substantial completion of Phase 2 is approximately summer 2019 with revenue service to follow. The actual date of revenue service will be determined by the WMATA Board.

Transit Services Division

Transit Services Division (TSD) staff are leading efforts to implement numerous public transportation improvements in Fairfax County. Efforts include bus service changes in support of major capital infrastructure projects, capital improvement projects at the three Fairfax Connector operating garages, improvements to passenger facilities, and enhancements in technology on the Fairfax Connector bus system.

• Fairfax Connector Bus System

- o Staff worked with MV Transportation (the contractor operating Connector service for the County) on development of inclement weather plans that allow for the orderly shutdown and subsequent phased resumption of bus operations during snow events, as necessary.
- o Staff implemented the following Fairfax Connector service changes between August 2018 and January 2019. All service changes were reviewed as mandated by the Federal Transit Administration [FTA] in Circular C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients:
 - Route 698: Vienna Metrorail Station – Pentagon: Route 698 is a new route linking the Vienna Metrorail Station to the Pentagon. This express bus service features ten inbound morning trips and ten outbound afternoon trips operating during peak travel periods. Funding for the service is being provided through the multimodal grant program managed by the Northern Virginia Transportation Commission (NVTC) with revenue generated from tolls on I-66 inside the Beltway.
 - Routes 924 and 926: Herndon – Dranesville Road: Community agencies and the Dranesville District Supervisor's office requested a review of Fairfax Connector services near Herndon High School. Staff analysis found that Routes 924 and 926, which pass directly in front of the school, could be more convenient for students. There is a need to adjust the schedules for Routes 924 and 926 to better serve the students.

- o Staff is conducting an efficiency and effectiveness analysis of all 300 series routes operating from the Franconia - Springfield Metrorail Station and all routes in the area of Metrorail Silver Line Phase 2. The results of these efforts will be recommended service level improvements that could be implemented with minimum budget impact and service changes for inclusion in the annual Transit Development Plan update.
- **Free Student Bus Pass Program**
 - o After a successful pilot program during the 2015 – 2016 school year, the Board accepted staff recommendations to expand the Student Bus Pass Program. Expansions in effect for the 2018 – 2019 school year include the transition of all student passes from a flash pass to a SmarTrip card and a pilot program allowing Justice High School students to ride limited Metrobus routes. The program expansion has allowed for increased connectivity and access to more after school events and activities.
 - o As of January 2019, approximately 9,370 student SmarTrip cards have been distributed to schools. As of January 2019, there have been 6,349 cards distributed to students. Among all the schools, Edison High School and South Lakes High School have the largest number of distributed cards: 1,198 and 1,116 (respectively), accounting for 58 percent and 46 percent (respectively) of the total student population.
 - o Student ridership from the start of the program in September 2015 through December 2018 has reached 1,254,132 trips. In FY2016, there were 140,961 trips taken. In FY2017, there were 344,241 trips taken, a 150 percent increase over the previous fiscal year. From July 2018 to January 2019, the total number of student trips reached 294,604 with an average of 42,086 student trips per month, which equates to approximately 6.2 percent of the monthly Fairfax Connector ridership. Month-to-month comparisons of ridership show a 6.4 percent increase in ridership from December 2017 to December 2018 (from 38,940 to 41,419 student trips).
- **Bus Shelters:** There are currently 23 WMATA maintained shelters and 370 County maintained shelters in Fairfax County. FCDOT has implemented a shelter replacement program to replace shelters that have reached their life cycle. FCDOT has identified 14 shelters to be replaced with newer equipment and will be coordinating this effort with the Maintenance and Stormwater Management Division in DPWES.
- **Bus Shelter Advertising Program:** FCDOT is engaged in a public-private partnership with Signal Outdoor Advertising. In support of County initiatives on accessibility and pedestrian safety, the partnership improves maintenance of new bus shelters while increasing ADA accessibility and pedestrian access at multiple locations throughout the County. The contractor sells advertising space to subsidize construction and maintenance of bus shelters with a percentage share of the profits returned to the County. Throughout the County, a total of 78 existing bus shelters have been retrofitted with advertising panels, and 115 new sites have been constructed. Currently, Signal is in the process of installing an additional 10 new shelters. The revenue received by the County from this program in FY2019 is estimated to be \$120,000 to be used to offset transit operating costs. FCDOT, in partnership with Signal Outdoor, WMATA, and the County's Maintenance and Stormwater Management Division, is working to convert additional existing shelters to advertising shelters and replace shelters that have surpassed their life cycle. Signal Outdoor is required to provide enhanced maintenance, such as landscaping and cleaning, which provides a better product for Connector and Metrobus customers.
- **Title VI Plan Update:**
 - o The County's Title VI Program is intended to ensure non-discrimination on the basis of race, color, national origin, or economic status, and provides meaningful access to Fairfax Connector programs and activities by all, including persons with limited English proficiency. The original program was approved by the Board on July 1, 2014, and was approved by the Federal Transit Administration (FTA) on November 26, 2014. FCDOT is required to update its Title VI Plan every three years to ensure compliance with subsequent changes in Federal Title VI regulations. The revised Title VI Plan was adopted by the Board of Supervisors on July 25, 2017, and was approved by the FTA on July 26, 2018. The next update of the Title VI plan is due to FTA in 2021.
 - o As part of the continued process to update the Title VI plan, TSD will be conducting interviews onboard Connector buses. The onboard survey is estimated to be conducted in the second half of FY2019.

- o Fairfax County's Disadvantaged Business Enterprise (DBE) Policy establishes policies and procedures for ensuring that minority owned businesses are able to compete for transportation planning, design, and construction contracts. The County's current DBE program establishes an overall DBE participation goal of 16.1 percent in FCDOT contracts that are supported by FTA funds. The County is in the process of updating the DBE goal and methodology to include firms that could provide planning consulting services, as a result of the award of a new FTA grant that supports Transit Oriented Development planning for the proposed BRT project along Richmond Highway.
- **Americans with Disabilities Act (ADA) Self Assessments:** In compliance with the agreement between the U.S. Department of Justice and Fairfax County, FCDOT completed self-assessments of major park-and-ride facilities and bus stops improved by the County since 2007. FCDOT has advanced the project schedule and completed the remediation of the Reston Town Center, Lorton VRE, Sully Park-and-Ride, Government Center Park-and-Ride, and the Tysons West*Park Transit Station. The Herndon Monroe Park-and-Ride remediation is 90 percent complete, and will be finished in conjunction with the County garage project in early 2019 as part of the Silver Line Phase II project. FCDOT, in cooperation with the Facilities Management Department, is projected to complete remediation of the Centreville Park-and-Ride, Burke Centre VRE Station Park-and-Ride, Rolling Road VRE Station Park-and-Ride, Reston South Park-and-Ride, and the Backlick Road VRE Station Park-and-Ride in FY2019. FCDOT has reviewed the bus stops identified for additional improvements, and will complete remediation of all project sites in FY2019.
- **Fairfax Connector Fleet:** FCDOT initiated a mid-life vehicle rebuild program in 2016. FCDOT has completed 53 rebuilds to date under this program and plans to rebuild an additional 15 buses in FY2019. The rebuild program helps extend the life of the bus from 12 years to 15 years and reduces overall operating costs while increasing service reliability. FCDOT will place four additional new buses in service in FY2019, expanding the fleet to 312 buses.
- **Intelligent Transportation Systems (ITS):** The ITS project provides County and Contractor staff with advanced tools needed for real time monitoring and management of the Fairfax Connector bus operations. The public facing components of the system include automated vehicle stop announcements (visual and audio), open source data sharing with Transit App, Moovit App, and Google Transit App, as well as a web based BusTracker utility that allows riders to determine when a bus is predicted to arrive at their stop location. Milestones reached this period include:
 - o Final Systems Acceptance Testing (FSAT) completed post closeout action items including:
 - Fairfax Connector received National Transit Database (NTD) validation and certification of automated passenger counting system.
 - Ongoing analysis of various components of the transit system and setting up policies and procedures for improved system efficiencies.
 - Completed training of FCDOT Transit Services Division and contractor staff on various components of the system.
 - o Future project goals include:
 - CleverCAD Mobile tablets (Android or iOS) to allow supervisors to better manage the day-to-day operations of the Fairfax Connector fleet.
 - Replacement of the current Land Mobile Radio System (LMR) with an integrated Voice Over Internet Protocol (VOIP) system.
- **Transit Development Plan (TDP) Updates:** The TDP is a six-year fiscally constrained plan that includes a list of financially feasible recommendations tied to specific fiscal years covered by the plan, as well as additional recommendations that could be implemented, if additional funding is identified. The TDP, which was approved by the Board on March 15, 2016, builds on the County's 2009 TDP, and extends the plan's horizon year from 2020 to 2025. Implementation of some of the TDP recommendations for FY2017 occurred in March 2017 and included changes to three routes. Further implementation occurred in September 2017 with changes to ten routes. In January 2018, the first express route operating inside the District of Columbia was implemented. These routes are based on the Department of Rail and Public Transportation (DRPT) I-66

Transit and Transportation Demand Management Study. Additional information on these changes can be found at www.fairfaxcounty.gov/transportation/ctp.

- o Transit staff completed a minor update of the 2016 TDP, which was submitted to DRPT in February 2018. Staff submits an annual minor update letter to DRPT that summarizes the current, projected service and capital improvement changes over the next 10 years. The minor update shifts several service recommendations to FY 2019 or the unfunded program:
 - Route 308 Franconia Springfield Metrorail/VRE Station – Mount Vernon Hospital: implementation scheduled for March 2019.
 - Route 552: extension to be considered with Silver Line Phase II changes.
 - Route RIBS 2: realignment through Reston Town Center to be considered with Silver Line Phase II changes.
 - Routes 161 and 162: service hours adjustment scheduled for March 2019.
 - Route 101: summer schedule on hold.
- o To improve the transit service, staff has developed a continuous planning effort for route optimization. The transit system has been divided into five service areas, each based around one or two Metrorail Stations. Each year, a different route optimization area will be undertaken. The route optimization effort examines the network for inefficiencies, improves origin-destination patterns, develops short-term service changes, and generates a list of service changes for inclusion in the TDP annual and five-year updates. Staff is currently working on route optimization efforts in the Franconia – Springfield and Herndon – Reston area. These efforts are expected to be completed by the end of 2019.

Transportation Design Division

The Transportation Design Division (TDD) is responsible for the implementation of multi-modal transportation projects throughout the County that are included in the approved CIP and the TPP. Projects are grouped into four primary program categories: Bus Stop Safety and Accessibility; Bicycle and Pedestrian Access Improvements; Roadway Improvements; and Additional Capital Improvement Projects. Overall, between September 2018 and February 2019, 28 County-managed projects were completed, including 14 bus stop improvements, 12 pedestrian improvement projects, one roadway improvement project, and one other CIP project. 45 County-managed projects were authorized for or are under construction, including 15 bus stop improvements, 27 pedestrian improvement projects, and three roadway improvement projects. Approximately 15 County-managed projects are in the utility relocation, permitting, and pre-construction phase, including 13 pedestrian improvement projects, and two roadway improvement projects. Approximately 112 County-managed projects are in design or land acquisition phases, including 35 bus stops, 69 pedestrian improvement projects, and eight roadway improvement projects. TDD works closely with the Land Acquisition Division and Utilities Design and Construction Division within DPWES for the acquisition of necessary land rights and construction management services. In addition to implementing projects, TDD assists planning activities within the department by providing technical guidance and cost estimating services for various studies and analyses being managed by the Capital Projects and Transportation Planning sections.

- **Bus Stop Safety and Accessibility Program**
 - o 14 sites completed; 581 sites have been completed to date.
 - o 15 sites are authorized for or under construction.
 - o 35 sites are in the design or land acquisition phase.
- **Pedestrian and Bicycle Improvement Program**
 - o 12 projects were completed
 - o 27 projects are currently under construction
 - o 13 projects are in the utility relocation, permitting, and pre-construction phases.
 - o 19 projects are in land acquisition phase.
 - o 50 projects are in design.

- **Roadway Improvement Program**
 - o One project was completed.
 - o Three projects are currently under construction.
 - o Two projects are in the utility relocation, permitting, and pre-construction phases.
 - o One project is in land acquisition phase.
 - o Seven projects are in design.
- **Additional Capital Improvement Projects**
 - o One project was recently completed (McLean Streetscapes Phase III).
 - o One project is in design (Rolling Road VRE Parking Lot Expansion).
- **Grant Funded Bicycle and Pedestrian Access Improvements (projects listed below are included in the Pedestrian Access Program section above)**
 - o **Richmond Highway Public Transportation Initiative (RHPTI):** One pedestrian intersection improvement project (Lukens Lane Phase II) is under construction, and one sidewalk project (Virginia Lodge to Huntington Avenue) has been authorized for construction. In addition, 11 of the 20 bus stop safety improvements that were authorized for construction have been completed.
 - o **Dulles Corridor Bicycle and Pedestrian Access (DCBPA):** Two projects are in the utility relocation phase. One project is currently under construction, and two projects were recently completed. Ten projects under this program were identified as part of the Tysons Metrorail Station Access Management Study (TMSAMS), and three projects were identified as part of the Reston Metrorail Access Group (RMAG). Of the TMSAMS projects, one is under construction, and nine have been completed. Of the RMAG projects, two are in utility relocation, and one is completed.
 - o **Tysons Metrorail Station Access Management Study (TMSAMS):** Ten projects were completed under an expedited process utilizing C & I funds, and ten projects were included in the DCPBA program above. FCDOT is coordinating with FCPA on three projects, including one project that FCPA is managing through construction. Two projects were completed by developers. Two projects are under construction, and 11 others have been completed. Additional information on the TMSAMS projects can be found at www.fairfaxcounty.gov/transportation/study/tysons-metrorail.
 - o **Reston Metrorail Station Access Group (RMAG):** One project is in the design phase (W&OD Trail Bridge over Wiehle Avenue), and two projects have been authorized for construction, but one is awaiting completion of two adjoining projects that are being constructed by developers before proceeding further. In addition, two projects are located on private property which require further coordination with landowners prior to commencing design activities. Two projects are awaiting completion of further feasibility and location studies. Additional information on the RMAG projects can be found online at www.fairfaxcounty.gov/transportation/study/wiehle-sam.
 - o **Route 50 Pedestrian Improvements (Jaguar Trail to Seven Corners):** Pedestrian improvements at three intersections and eight sidewalk segments. Two of these projects were recently completed and the other nine are under construction or are currently in process of advertisement and award of construction contracts.
 - o **Safe Routes to School (SRTS):** Two projects have been completed (Flint Hill Elementary School, Graham Road Elementary School). One additional project is in land acquisition (Old Courthouse Road), and one additional project (Wolftrap Road Elementary School) is in design initiation.
 - o **Additional Grant Funded Bicycle and Pedestrian Access Improvements:** One project is in bid advertisement phase (Georgetown Pike Trail – Phase III). Two additional projects (Cinderbed Road Bikeway and South Van Dorn Bicycle/Pedestrian Improvements) are in design.

County Transportation Priorities Plan

On January 28, 2014, the Board of Supervisors approved its TPP for FY2015 – FY2020, which followed a two-year effort to prioritize project needs throughout the County called the Countywide Dialogue on Transportation (CDOT). The TPP included approximately 220 projects funded with \$1.4 billion in revenues from various sources. The TPP projects include new and improved existing roads, sidewalks, trails, and on-road bicycle facilities, and provide new and enhanced transit service in the County. FCDOT developed projected timelines for the TPP projects.

On December 1, 2015, staff presented a proposed schedule of activities associated with updating the TPP to the Board Transportation Committee (BTC). Some of these activities included: revising revenue estimates to include revenues through FY2024, updated project costs, development of benefit-cost information for each project, project implementation timelines, and public outreach. Outreach efforts were conducted from September 2017 through January 2018, and staff met with individual Board members and with the Board Transportation Committee in 2017 and 2018 as the TPP update activities were occurring. Staff was awaiting the outcome of the 2018 General Assembly session, as it was assumed that legislative efforts to address funding needs for WMATA would impact funding availability for the FY 2019-2024 TPP. In spring 2018, the General Assembly approved HB 1539/SB 856, which provides \$154 million per year in dedicated capital funding for WMATA. Of this amount, \$102 million is annually being diverted from existing local and regional sources. The financial impact of this legislation on the TPP is expected to be approximately \$45-50 million per year. At the Board Transportation Committee meeting on July 18, 2018, staff informed the Board that funding is not available to advance any additional projects at this time. The transportation funding situation wasn't addressed during the 2019 General Assembly session, but may be addressed in the future. If new transportation revenues become available, staff will revisit the proposed list of projects evaluated for the TPP.

It is envisioned that the TPP will be revised periodically, resulting in a rolling funding plan for County transportation projects. It will also be updated to reflect actions of the Commonwealth Transportation Board, the Northern Virginia Transportation Authority, and other funding agencies. Projects with projected start dates in FY2019 (when scoping and initial coordination will begin) have been added to the project status section of this report. Projects with project start dates in FY2020 or later are listed below. A more detailed list of projects with projected timelines along with more information on the TPP can be found at www.fairfaxcounty.gov/transportation/tpp-2017.

52 TPP projects have been completed to date.

Transportation Priorities Plan: FY2019 – FY2020 Projects

TPP ID No.	Project Name	District	Est. Cost (\$M)	TPP Funding (\$M)	Projected Scoping Start
12	Dulles Toll Road - Rock Hill Overpass	Dranesville	\$218.20	\$0.50	PE Underway
13	Dulles Toll Road - South Lakes Drive Overpass	Hunter Mill	\$82.25	\$0.50	TBD
49-53	Fairfax County Parkway Improvements	Braddock, Dranesville, Hunter Mill, Springfield, Sully	\$396.10	\$55.00	Study underway
125	Georgetown Pike Walkway (Phase IV)	Dranesville	\$1.00	\$1.00	1/1/2020
157	Old Dominion Drive Walkway	Dranesville	\$0.25	\$0.25	1/1/2020

TPP ID No.	Project Name	District	Est. Cost (\$M)	TPP Funding (\$M)	Projected Scoping Start
159	Olney Road Walkway	Dranesville	\$0.50	\$0.50	1/1/2020
197	Georgetown Pike (Route 193) Crosswalk	Dranesville	\$0.10	\$0.10	1/1/2020
199	Georgetown Pike (Route 193) Walkway	Dranesville	\$1.00	\$0.05	1/1/2020
204	Ingleside Avenue Walkway	Dranesville	\$0.95	\$0.95	1/1/2020
211	Rock Hill Road Walkway	Dranesville	\$1.75	\$1.75	1/1/2020
215	Cleveland Ramp	Dranesville	TBD	\$2.00	Conceptual design completed
230	Holmes Run Stream Valley Trail	Mason	\$1.50	\$1.50	4/1/2019

Abbreviations

ADA = Americans with Disabilities Act	N/A = Not Available or Not Applicable
BMP = "Best Management Practices" Stormwater Management Facility	NB = Northbound
BRT = Bus Rapid Transit	NEPA = National Environmental Policy Act
CIM = Community Information Meeting	NTP = Notice to Proceed
COG = Council of Governments	NVCC = Northern Virginia Community College
CTB = Commonwealth Transportation Board	NVTA = Northern Virginia Transportation Authority
CPTED = Capital Projects and Traffic Engineering Division, Department of Transportation	NVTC = Northern Virginia Transportation Commission
DCBPA = Dulles Corridor Bicycle and Pedestrian Access	PCE = environmental Programmatic Categorical Exclusion
DHR = Department of Historic Resources	PFI = Preliminary Field Inspection
DPWES = Department of Public Works and Environmental Services	PIM = Public Information Meeting
DPZ = Department of Planning and Zoning	PPTA = Public-Private Transportation Act
DRPT = Department of Rail and Public Transportation	RFP = Request for Proposals
DTR = Dulles Toll Road	RFQ = Request for Qualifications
DVP = Dominion Virginia Power	RHPTI = Richmond Highway Public Transportation Initiative
EB = Eastbound	RMAG = Reston Metrorail Access Group
EIS = Environmental Impact Statement	ROW = Right-of-Way
ES = Elementary School	RT7PI = Route 7 Pedestrian Initiative
FCDOT = Fairfax County Department of Transportation	RT50PI = Route 50 Pedestrian Initiative
FCPA = Fairfax County Park Authority	SB = Southbound
FCPS = Fairfax County Public Schools	STPD = Site Analysis and Transportation Planning Division, Department of Transportation
FHWA = Federal Highway Administration	SUP = Shared-Use Path
FMD = Facilities Management Department	SWM = Stormwater Management
FY = Fiscal Year	TBD = To Be Determined
HMSAMS = Herndon Metrorail Stations Access Management Study	TDD = Transportation Design Division, Department of Transportation
HS = High School	TMP = Traffic Management Plan
IJR = Interchange Justification Report	TMSAMS = Tysons Metrorail Station Access Management Study
IMR = Interchange Modification Report	TPP = County Transportation Priorities Plan (six-year funding plan)
LAD = Land Acquisition Division, Department of Public Works and Environmental Services	UDCD = Utilities Design and Construction Division, Department of Public Works and Environmental Services
LDS = Land Development Services Department	VDOT = Virginia Department of Transportation
LF = Linear Feet	VPDES = Virginia Pollutant Discharge Elimination System
LUP = Virginia Department of Transportation Land Use Permit	VRE = Virginia Railway Express
MOA = Memorandum of Agreement	VSMP = Virginia Stormwater Management Program
MOU = Memorandum of Understanding	WB = Westbound
MSMD = Maintenance and Stormwater Management Division, Department of Public Works and Environmental Services	WMATA = Washington Metropolitan Area Transit Authority
MUTCD = Manual on Uniform Traffic Control Devices	
MWAA = Metropolitan Washington Airports Authority	

Project Status Report Key**Program Identifiers*****DCBPA*** = Dulles Corridor Bicycle and Pedestrian Access***HMSAMS*** = Herndon Metrorail Stations Access Management Study***RHPTI*** = Richmond Highway Public Transportation Initiative***RMAG*** = Reston Metrorail Access Group***RT50PI*** = Route 50 Pedestrian Initiative***SRTS*** = Safe Routes to School***TMSAMS*** = Tysons Metrorail Station Access Management Study**Season Convention*****Winter*** = January through March***Spring*** = April through June***Summer*** = July through September***Fall*** = October through December**Status*****Bid Ad******Cancelled******Complete******Construction*******Design******Design-Build******On Going******On Hold******Project Initiation******Land Acquisition******Study******Utility Relocation***

**Construction phase begins when design and Land Acquisition are complete, and may include pre-advertisement activities, bid advertisement, and contract award.*

Funding Source***ARRA*** = American Recovery & Reinvestment Act of 2009***C & I*** = Commercial and Industrial Property Tax for Transportation***CMAQ*** = Congestion Mitigation & Air Quality***DAR*** = Defense Access Road***DOD*** = Department of Defense***FTA*** = Federal Transit Administration***HB2*** = State funding provided by Commonwealth Transportation Board after 7/1/16 (Smart Scale FY2018 and beyond)***HSIP*** = Highway Safety Improvement Program (formerly HES)***JARC*** = Job Access Reverse Commute***NVTD Bonds*** = Northern Virginia Transportation District Bonds***NVTA*** = Northern Virginia Transportation Authority local and/or regional funds***OEA*** = Office of Economic Adjustment***Primary*** = Primary 6-Year Program***RSTP*** = Regional Surface Transportation Program***Secondary*** = Secondary 6-Year Program***SGR*** = State of Good Repair

Braddock District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Braddock Road Multimodal Study	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	620	Study	\$ 120M	\$ 55.5M	NVTA Regional	
District(s): Braddock	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Borkowski, Tad		Design	Nov-14	May-18
Scope: Intersection and corridor improvements from Guinea Road to Ravensworth Road, including bicycle and pedestrian facilities	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	2G40-081-000		Utility Relocation	NA	NA
	Program:			Construction	NA	NA
	TPP No:	45				
	Other Project No:					
Study complete. Intersection and corridor improvements, including bicycle and pedestrian facilities, selected as the preferred alternative which the Board endorsed on 11/21/17. Finalized report and posted on project website. CIM held 11/8/18, to receive input on grade separated pedestrian crossings. VDOT will implement project. Board approved agreements for design of phases I and II on 1/9/19.						

Braddock Road/Roberts Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	620	Design	\$ 1.5M		\$.85M	2014 Bonds	
District(s): Braddock	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Roberson, Jeanmarie		Design	Jan-16	Jul-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-19 Feb-19	Jun-19 Sep-19	
FC Project No:	5G25-059-002	Utility Relocation		Nov-18	Jul-19		
Program:		Construction		Sep-19 Oct-19	May-20 Jun-20		
TPP No:	317						
Other Project No:							
Scope:	Add a Northbound Right Turn lane on Roberts Road at Braddock Road, including a sidewalk connection from Tapestry Drive to Braddock Road						
Project is part of Third Four-Year Transportation Program approved by BOS on 7/10/12. Second pre-final plans distributed for review on 10/30/18. Redesign of stormwater drainage and detention system underway based on DPWES and LDS request for additional detention of the two-year and ten-year storm events. Start of land acquisition has been adjusted to complete the SWM design first, and schedule adjusted as a result.							

Burke Centre VRE Connector Phase IV	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
		Land Acquisition	\$ 3.1M		\$ 1.2M		2014 Bonds	
District(s): Braddock	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date		
	Project Manager:	Ruffner, Scott		Design	Feb-16	Aug-19 Nov-19		
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-18	Apr-19 Jul-19		
Scope: Connect VRE station to surrounding neighborhoods to the west via shared-use path, sidewalk, and sharrows	FC Project No:	ST-000037-003		Utility Relocation	May-19 Aug-19	Aug-19 Nov-19		
	Program:			Construction	Sep-19 Dec-19	Sep-20 Jan-21		
	TPP No:	346						
	Other Project No:							
Plans approved by LDS on 10/11/18 and are under review by Bonds and Agreements. LAD NTP issued on 10/12/18. Land rights on 0 of 8 properties have been acquired. Utility relocation design is in progress. Project completion date postponed due to parking design modifications along Premier Court.								

Braddock District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Fairfax County Parkway Widening from Route 29 to Route 123	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	286	Design	\$ 194.1M	\$ 144M	NVTA Local, Smart Scale Funding	
District(s): Braddock, Springfield	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Qi, Maggie		Design	Aug-16	Nov-20
Scope: Widen from 4 to 6 lanes, including Popes Head Road interchange and improvements to pedestrian and bicycle facilities	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Oct-19	Jan-21
	FC Project No:	DOT-000045		Utility Relocation	Oct-19	Jan-21
	Program:			Construction	Feb-21	Dec-23
	TPP No:	1, 51				
	Other Project No:	UPC 107937				
Public information meetings occurred in September 2018, October 2018, and January 2019. NEPA documents in progress. Addressing public comments and working on Interchange Justification Report and environment analysis. Design Public Hearing expected in mid 2019. Schedule shown is for Phase I only (Popes Head Road interchange). Schedule for Phase II (Fairfax County Parkway Widening) to be determined based on project funding procurement. Alternatives for intersection with Burke Centre Parkway are being evaluated.						

Government Center Area Bicycle Demonstration Project	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		On-Hold	\$.18M	\$.18M	C & I	
District(s): Braddock	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Improve bicycling in the Fairfax Government Center Area by retrofitting roadways using road/lane diets	Project Manager:	Wynands, Nicole		Design	Apr-14	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	5G25-063-007		Utility Relocation	NA	NA
	Program:			Construction	TBD	TBD
	TPP No:	129				
	Other Project No:					
Roads to be evaluated include Government Center Parkway (Random Hills Road to Fairfax City), Post Forest Drive (West Ox Road to Government Center Parkway), Legato Road (Post Forest Drive to Route 29), and Ridge Top Road (Random Hills Road to Route 29). Each street is evaluated as it is identified for repaving by VDOT. Bike lanes on Post Forest and Ridge Top Road were implemented in 2018 through VDOT repaving. Both roads received road diets.						

I-66 from I-495 Capital Beltway to University Boulevard in Gainesville	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	66	Design-Build	\$ 3218M	\$ 3218M	Federal, State, Private	
District(s): Braddock, Hunter Mill, Providence, Springfield, Sully	Project Type:	Interstate	Schedule	Phase	Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design	Jul-14	Dec-16 Oct-19
Scope: 2 Express and 3 general purpose lanes in each direction, including rapid bus service, a parallel trail, and safety, operational, and interchange improvements	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD Apr-18	TBD
	FC Project No:	DOT-000015		Utility Relocation	TBD Apr-18	TBD
	Program:			Construction	Nov-17	Dec-22
	TPP No:	3				
	Other Project No:	UPC 110741, 110496, 108491				
FCDOT provided comments on the IJR re-evaluation draft report for the 2040 traffic analysis in January 2019. Coordination in progress for evaluating other locations for maintenance facility and salt dome.						

Braddock District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Lakepointe Drive/Guinea Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	5422	Construction	\$ 1.1M	\$.3M	2014 Bonds	
District(s): Braddock	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	Feb-16	May-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Apr-17	Aug-17
Scope: Construct approximately 825 LF of sidewalk, including curb and gutter, pedestrian crosswalks, and curb ramps on north and east legs of intersection	FC Project No:	5G25-060-004		Utility Relocation	Dec-17	Sep-18 Mar-19
	Program:			Construction	Jun-18	Apr-19 Aug-19
	TPP No:	330				
	Other Project No:					
Construction 20% complete. Permit revision approved 12/3/18. Verizon duct bank relocations are expected to be complete by end of March 2019. Schedule adjusted, due to longer than anticipated Verizon relocation work.						

Monument Drive Commuter Parking Garage and Transit Center	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	6751	Project Initiation	\$ 38.5M		\$ 38.5M	I-66 Concession Fee	
District(s): Braddock	Project Type:	Transit	Schedule	Phase		Start Date	End Date
	Project Manager:	Luo, Caijun		Design		Mar-19	Mar-21
	Lead Agency:	Capital Facilities		Land Acquisition		Sep-19	Dec-20
Scope: Approximately 820 space parking garage and transit center	FC Project No:	DOT-000092		Utility Relocation		Feb-20	Dec-20
	Program:			Construction		Mar-21	Jun-23
	TPP No:						
	Other Project No:						
Completed the negotiation with the consultant firm in January 2019. Submitted contract documents to VDOT for its audit requirements. Expecting the NTP in March 2019 contingent on VDOT's approval.							

Northern Virginia Community College Transit Center	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
		On-Hold	\$ 1M		\$ 1M		2007 Bonds		
District(s): Braddock	Project Type:	Transit	Schedule	Phase		Start Date		End Date	
	Project Manager:	Luo, Caijun		Design		TBD		TBD	
Scope: Construct transit center with up to 7 bus bays and amenities, such as shelters and lighted kiosks	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD		TBD	
	FC Project No:	5G25-056-000		Utility Relocation		TBD		TBD	
	Program:			Construction		TBD		TBD	
	TPP No:								
	Other Project No:								
FCDOT provided conceptual layout to NVCC. Developed planning level cost estimates and forwarded to NVCC. Draft funding and administration agreement sent to NVCC for review. Consensus has not been reached on a location or concept plan. Coordinating next steps with the district office and NVCC.									

Braddock District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Old Keene Mill Road Walkway	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	644	Complete	\$.35M	\$.1M	2014 Bonds	
District(s): Braddock	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Madhusudhan, Galappa		Design	Sep-15	Dec-17
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Mar-17	Sep-17
Scope: Construct 150 LF of 5-foot concrete sidewalk and curb and gutter west of Carrleigh Parkway and extend the right turn lane	FC Project No:	5G25-060-014		Utility Relocation	Apr-17	Oct-17
	Program:			Construction	Mar-18	Sep-18
	TPP No:	341				
	Other Project No:					
Constuction substantially completed on 9/13/18.						

Rolling Road VRE Parking Expansion	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	638	Design	\$ 2M	\$ 1.1M	C & I	
District(s): Braddock, Springfield	Project Type:	Transit	Schedule	Phase	Start Date	End Date
	Project Manager:	Fasceski, Jeff		Design	TBD Aug-18	TBD Jun-21
Scope: Surface parking lot expansion	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD Aug-20	TBD Feb-21
	FC Project No:	2G40-055-000		Utility Relocation	TBD	TBD
	Program:			Construction	TBD Dec-21	TBD Sep-22
	TPP No:	358				
	Other Project No:					
Intermediate design in progress. There is potential off-site stormwater work downstream of the station that could require SWM easements.						

Rolling Road Walkway from Roxbury Avenue to Tuttle Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	638	Land Acquisition	\$ 1.75M	\$.8M	2014 Bonds	
District(s): Braddock	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Construct approximately 900 LF of 8-foot concrete sidewalk along northbound side of Rolling Road	Project Manager:	Marsh, Dennis		Design	Feb-16	Apr-19 Jun-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-18 Nov-18	Mar-19 May-19
	FC Project No:	5G25-060-036		Utility Relocation	Aug-18 Feb-19	Apr-19 Jul-19
	Program:			Construction	May-19 Aug-19	Dec-19 May-20
	TPP No:	167				
	Other Project No:					
Final design in progress. LAD NTP issued on 11/30/18. Land rights on 0 of 1 properties have been aquired. Utility relocation (water, gas, and fiber optics) within existing ROW are under design. Schedule adjusted due to additional survey needed for outfall and SWM analysis. Approval of design revisions is outstanding.						

Braddock District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Rolling Road Widening (Old Keene Mill Road Intersection Improvements)	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	638	Design	\$ 4.755M	\$ 4.755M	Secondary, NVTA Regional	
District(s): Braddock, Springfield	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Chellappa, Smitha		Design	Feb-16	Nov-18 Apr-19
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Nov-18 Apr-19	May-19 Oct-19
Scope: Improvements to the Old Keene Mill Road and Rolling Road intersection	FC Project No:	DOT-000091		Utility Relocation	Jun-19 Oct-19	Jan-20 Apr-20
	Program:			Construction	Feb-20 Apr-20	Oct-20 Apr-21
	TPP No:	58				
	Other Project No:	UPC 109814				
Dual left turn lanes and a dedicated right turn lane will be provided on northbound Rolling Road. 30% design completed. Design Public Hearing held on 2/27/18. Board endorsed public hearing plans on 7/31/18. Design completion date delayed due to comments regarding conflicts with existing utilities received at the Utility Field Inspection (UFI) meeting held in November 2018. A pavement design update was required to address utility conflicts. Schedule has been adjusted accordingly.						

Route 236 Widening from I-495 to John Marr Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	236	Project Initiation			\$ 2.5M	TBD	
District(s): Braddock, Mason	Project Type:	Secondary Road	Schedule	Phase		Start Date	End Date
	Project Manager:	Luo, Caijun		Design		TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD	TBD
Scope: Widen from 4 to 6 lanes, including streetscape improvements	FC Project No:	DOT-000026		Utility Relocation		TBD	TBD
	Program:			Construction		TBD	TBD
	TPP No:	221					
	Other Project No:						
Cost estimate being developed. Partial funding for feasibility study. Improves access and facilitates economic redevelopment. Project scoping and initial coordination in progress. Finalizing scope of work for study, which will be completed by spring 2019, and evaluating available funding.							

Shirley Gate Road from Braddock Road to Fairfax County Parkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	655	Design	\$ 51M		\$ 30M		Local Fund	
District(s): Braddock, Springfield	Project Type:	Secondary Road	Schedule	Phase		Start Date		End Date
	Project Manager:	Qi, Maggie		Design		Jan-18		Sep-19
	Lead Agency:	Capital Facilities						TBD
Scope: Extend 4-lane divided Shirley Gate Road from Braddock Road to Fairfax County Parkway, including pedestrian and bicycle facilities	FC Project No:	2G40-079-000		Land Acquisition		TBD		TBD
	Program:			Utility Relocation		TBD		TBD
	TPP No:	18		Construction		TBD		TBD
	Other Project No:							
	Planning study completed. Project has been transitioned to the preliminary engineering and conceptual design phase to help define the overall project configuration. Survey completed. Preliminary studies may include environmental assessments, geotechnical studies, hydro logic/hydraulic analyses, and traffic studies.							

Braddock District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Wakefield Chapel Road Bike Lanes from Pulley Court to NVCC Campus	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	710	Land Acquisition	\$ 2.25M	\$.13M	2014 Bonds	
District(s): Braddock	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Zahirieh, Shahla		Design	Mar-17	Aug-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-18 Dec-18	May-19 Aug-19
FC Project No:	5G25-063-002	Utility Relocation		TBD	TBD	
Program:		Construction		Jan-20	Nov-20	
TPP No:	343					
Other Project No:						
Scope:						
Construct 5-foot bike lanes on Wakefield Chapel Road from Pulley Court to NVCC Campus, including minor widening and section of new 5-foot sidewalk						
Final design distributed to VDOT for review 1/18/19. Project's plats completed 12/4/18. Land rights on 1 of 7 properties has been acquired. Design comments resolution took longer than expected. As a result, plat preparation was delayed.						

Wakefield Chapel Road Walkway	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	710	Project Initiation	\$.5M	\$.5M	2014 Bonds	
District(s): Braddock	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Borkowski, Tad		Design	TBD	TBD
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD
Scope:	FC Project No:	5G25-060-046		Utility Relocation	TBD	TBD
Install walkway on east side from Braddock Road to Stahlway Lane	Program:			Construction	TBD	TBD
	TPP No:	342				
	Other Project No:					
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. After initial scoping and coordination with the district supervisor, it was decided to include walkway as part of the Braddock Road Multimodal Improvements, TPP Project No. 45, that are moving into design.						

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Balls Hill Road and Old Dominion Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	686	Study	\$.2M	\$.2M	NVTA Local	
District(s): Dranesville	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
Scope: Intersection improvements, including possible roundabout and pedestrian facilities	Project Manager:	Abifadel, Gibran		Design	Mar-16	Dec-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	2G40-087-002		Utility Relocation	NA	NA
	Program:			Construction	NA	NA
	TPP No:	22				
	Other Project No:					
Funding for study to determine alternatives for an intersection improvement. Advanced land acquisition activities completed. Board endorsed preferred option in December 2018. Study complete, and forwarding for design which is expected in March 2019.						

Baron Road Walkway from Dead Run Park Trailhead to Douglass Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	606	Construction	\$.7M	\$.7M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Construct approximately 430 LF of sidewalk, including curb and gutter and curb ramps	Project Manager:	Ruffner, Scott		Design	Jan-16	May-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Mar-17	Aug-17
	FC Project No:	2G40-088-015		Utility Relocation	NA	NA
	Program:			Construction	Jun-18	Oct-18 May-19
	TPP No:	94				
	Other Project No:					
Construction is 80% complete. Schedule adjusted for pavement work to be completed in warmer weather.						

Birch Street Sidewalk	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	1744	Construction	\$ 1.85M	\$ 1M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Hojatzadeh, Max		Design	Dec-11	Oct-17
Scope: Approximately 700 LF of concrete sidewalk on west side of Birch Street from Grove Avenue to existing Falls Church City sidewalk	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-15	Nov-16
	FC Project No:	ST-000003-048		Utility Relocation	Aug-17	Apr-18
	Program:			Construction	Sep-18	Jun-19
	TPP No:					
	Other Project No:	PPTF01-04800				
Construction 5% complete.						

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Chain Bridge Road at Wasp Lane	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Project Initiation	\$.04M	\$.04M	2014 Bonds	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Fasceski, Jeff		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Install Rapid Flash Rectangular Beacon (RRFB) and crosswalk on Chain Bridge Road at Wasp Lane	FC Project No:	ST-000005-002		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	692				
	Other Project No:					
Enhanced crosswalk study and plan design underway. Updated data is required for the crosswalk study. The data has been collected, and the study will be submitted at the same time as the RRFB signal plan. Schedule to be determined once study complete and scope is finalized which is expected in March 2019.						

Chandon Park to Worldgate	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Land Acquisition	\$.5M	\$.5M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	Dec-17	Apr-18 Apr-19
	Lead Agency:	Town of Herndon		Land Acquisition	Aug-18	Oct-18 TBD
Scope: Install shared-use path and lighting from Dulles Glen Apartments to Worldgate Drive	FC Project No:	2G40-086-010		Utility Relocation	NA	NA
	Program:	HMSAMS		Construction	Nov-18 Jul-19	Mar-19 Sep-19
	TPP No:	190.09				
	Other Project No:					
Project location within the Town of Herndon. Project administered by the Town of Herndon. Land acquisition in progress. Trail alignment redesigned as a result of input from the Dulles Glen Apartment owners concerning the tie in point to their property being in the complex maintenance area. Trail redesigned to create an alternate access point to the apartment complex as well as a connection with Herndon Parkway. Schedule adjusted as a result.						

Chesterbrook Road Walkway from Chesterbrook Vale Court to North Albemarle Street of Chesterbrook Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	689	On-Hold	\$ 1.3M		\$ 1.3M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	Chellappa, Smitha		Design		TBD	TBD
Scope: Construct walkway on southside of Chesterbrook Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD	TBD
	FC Project No:	2G40-088-005		Utility Relocation		TBD	TBD
	Program:			Construction		TBD	TBD
	TPP No:	107					
	Other Project No:						
Project on-hold until fall 2019, based on community input to prioritize the Chesterbrook Road Walkway from Chesterford Way to Chesterbrook Vale Court project ahead of this project.							

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Chesterbrook Road Walkway from Chesterford Way to Maddux Lane	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	689	Utility Relocation	\$ 2.5M	\$ 1.8M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Turner, Latesa		Design	May-15	Sep-18 Feb-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-17	Dec-17
Scope: Construct 5-foot concrete sidewalk on the southside of Chesterbrook Road	FC Project No:	2G40-088-016		Utility Relocation	Dec-17 May-18	Aug-18 May-19
	Program:			Construction	Sep-18 Mar-19	Apr-19 Oct-19
	TPP No:	305				
	Other Project No:					
Received VDOT comment clearance on 1/23/19. Preparing permit submission in February 2019. Schedule adjusted because of additional time required to resolve VDOT hydraulics comments and obtain final design approval. Washington Gas line relocation in progress and anticipated to be completed in spring 2019.						

Chesterbrook Road Walkway from Forest Lane to North 41 Street	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	689	Project Initiation	\$ 1M	\$ 1M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD
Scope: Construct walkway on southside of Chesterbrook Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-088-071		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	240				
	Other Project No:					
Anticipated starting scoping and initial coordination in summer 2019.						

Chesterbrook Road Walkway from North Albemarle Street to Forest Lane	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	689	Project Initiation	\$ 1M		\$ 1M		C & I		
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
	Project Manager:	TBD, To Be Determined		Design		TBD		TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD		TBD	
Scope: Construct walkway on south side of Chesterbrook Road	FC Project No:	2G40-088-070		Utility Relocation		TBD		TBD	
	Program:			Construction		TBD		TBD	
	TPP No:	239							
	Other Project No:								
Anticipated starting scoping and initial coordination in summer 2019.									

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Crestview Drive Walkway from Eldridge Lane to Builders Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	2525	Project Initiation	\$.6M	\$.3M	TBD	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Construct walkway on the east side of Crestview Drive	FC Project No:	DOT-000072		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	195				
	Other Project No:					
Project scoping complete. Evaluating available funding before forwarding for design. Funding recommendations expected in spring 2019.						

Crestview Drive Walkway from Ferris Avenue to Builders Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	2525	Project Initiation	\$.6M		\$.4M	TBD	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design		TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD	TBD
Scope: Construct walkway on the west side of Crestview Drive	FC Project No:	DOT-000073		Utility Relocation		TBD	TBD
	Program:			Construction		TBD	TBD
	TPP No:	196					
	Other Project No:						
Anticipate starting scoping and initial coordination in spring 2019.							

Dolley Madison Boulevard Sidewalk from Chain Bridge Road to North of Kurtz Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Complete	\$.45M	\$.3M	2014 Bonds	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Zahirieh, Shahla		Design	Oct-15	Jul-18
Scope: 5-foot of concrete sidewalk on south side of Dolley Madison Boulevard from Chain Bridge Road to bus stop just north of Kurtz Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jun-17	Oct-17
	FC Project No:	5G25-060-015		Utility Relocation	TBD	TBD
	Program:			Construction	Sep-18	May-19 Nov-18
	TPP No:	347				
	Other Project No:					
Construction substantially complete 11/20/18.						

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Dolley Madison Boulevard Sidewalk from Old Dominion Drive to Beverly Avenue	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Construction	\$.45M	\$.4M	2014 Bonds	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Install sidewalk on south side of Dolley Madison Boulevard	Project Manager:	Zahirieh, Shahla		Design	Oct-15	Aug-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-17	Jul-18
	FC Project No:	5G25-060-016		Utility Relocation	Apr-18	Oct-18 Dec-18
	Program:			Construction	Sep-18 Oct-19	Jun-19
	TPP No:	348				
	Other Project No:					
Final construction package to UCD 10/1/18. Pre-construction meeting held 10/12/18. NTP 11/19/18. Dominion pole relocation completed in December 2018. Construction 10% complete.						

Dolley Madison Boulevard Walkway from East of Buchanan to Potomac School Road/Georgetown Pike	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Project Initiation	\$ 3.5M	\$ 4M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Abifadel, Gibran		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope:	FC Project No:	2G40-088-068		Utility Relocation	TBD	TBD
Construct walkway on southside of Dolley Madison Boulevard from existing walkway east of Buchanan to Potomac School Road/Georgetown Pike	Program:			Construction	TBD	TBD
	TPP No:	237				
	Other Project No:					
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in spring 2019.						

Dolley Madison Boulevard Walkway from Great Falls Street to McLean Metrorail Station	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Construction	\$ 3.028M	\$ 3.055M	CMAQ	
District(s): Dranesville, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Approximately 2,400 LF of multi-use trail and sidewalk from Dolley Madison Boulevard/Great Falls Street to McLean Metrorail Station	Project Manager:	Lauretti, Francesco		Design	Mar-13	Jun-17
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jul-16	Apr-17
	FC Project No:	AA1400065-12		Utility Relocation	Sep-16	Nov-18 Mar-19
	Program:	DCBPA		Construction	Nov-18 Jan-19	Nov-19 Apr-20
	TPP No:					
Other Project No:	DCBPA-065; UPC 103262					
Construction authorization package submitted to VDOT on 10/30/18. Bid advertisement issued on 1/14/19. Bid opening on 2/12/19. Utility relocations are in progress. Project completion date changed, due to delay in utility relocations.						

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Dulles Rail Phase 2	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Construction	\$ 2778M	\$.33M	Federal	
District(s): Dranesville, Hunter Mill	Project Type:	Transit	Schedule	Phase	Start Date	End Date
	Project Manager:	Canale, Mark		Design	Jul-13	Jun-15
Scope: Construct six new stations, three in Fairfax County, and extend Metrorail from Wiehle Avenue to Ashburn Station (Route 772) in Loudoun County	Lead Agency:	Metropolitan Washington Airports Authority		Land Acquisition	Jul-13	Jan-16
	FC Project No:	DOT-000003		Utility Relocation	Jul-13	Oct-16
	Program:			Construction	Feb-14	Aug-19
	TPP No:					
	Other Project No:	UPC 97226				
Bid Packet A (Rail Stations, Systems, and Line) was awarded in May 2013. Notice to proceed was issued in July 2013 with a 60 month design-build schedule. Herndon Station garage is estimated for completion by spring 2019. Innovation Center Station garage is estimated for completion by late 2019/early 2020. For further information, see http://www.dullesmetro.com . Revenue service date will be established by the WMATA Board.						

Dulles Toll Road/Centreville Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	267	Construction	\$.125M	\$.4M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Marsh, Dennis		Design	Feb-17	Apr-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
Scope: Install signalized pedestrian crosswalk	FC Project No:	2G40-086-008		Utility Relocation	NA	NA
	Program:	HMSAMS		Construction	Apr-18	Oct-18 Mar-19
	TPP No:	190.07				
	Other Project No:					
Construction by VDOT Signal Rebuild. Construction 95% complete. Schedule adjusted based on VDOT contractor's schedule.						

Dulles Toll Road/Monroe Street	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	267	On-Hold	\$ 5.5M		C & I	
District(s): Dranesville, Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Delmare, Lauren		Design	Nov-16	Sep-17
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
Scope: Pedestrian and bicycle bridge over Dulles Toll Road	FC Project No:	2G40-086-006		Utility Relocation	NA	NA
	Program:	HMSAMS		Construction	NA	NA
	TPP No:	190.03				
	Other Project No:					
Funded for feasibility study and cost estimates. Study complete. Project on hold until further funding is identified. Funding recommendations expected in spring 2019.						

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Frying Pan Road Widening from Route 28 to Centreville Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	608	On-Hold	\$ 54.3M			
District(s): Dranesville, Hunter Mill	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Stevens, Daniel		Design	TBD	TBD
Scope: Widen Frying Pan Road to 6 lanes, including intersection improvements and pedestrian and bicycle facilities	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000043		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	54				
	Other Project No:					
Project is on hold due to proposed private developments being proposed along Frying Pan Road immediately east of Route 28, and the need for funding.						

Georgetown Pike and Route 123	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	193	Design	\$ 1.3M	\$ 1.2M	NVTA	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: 700 LF of 10-foot SUP on east side of Georgetown Pike south of Colonial Farm Road and 350 LF of 5-foot sidewalk on east side of Route 123 and Potomac School Road	Project Manager:	Nabavi, Seyed		Design	Apr-17	Jul-19 May-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-18 Aug-18	Jun-19 Feb-19
	FC Project No:	2G40-087-011		Utility Relocation	Jul-19 NA	Mar-20 NA
	Program:			Construction	Apr-20 Jul-19	Dec-20 Apr-20
	TPP No:	313				
Other Project No:						
Final design is in progress. LAD NTP 8/28/18. Land acquisition complete 2/4/19. Project schedule shortened because there are no utility conflicts.						

Georgetown Pike Walkway Phase III from Falls Bridge Lane East to Existing Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	193	Construction	\$.35M		\$.3M		Federal	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date
	Project Manager:	Dresser, John		Design		Dec-13	Sep-18 Aug-18	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		May-18	Jun-18	
Scope: Approximately 275 LF trail along the north side of Georgetown Pike	FC Project No:	AA1400130-13		Utility Relocation		Aug-18	Dec-18	
	Program:			Construction		Jan-19 Nov-18	Dec-19	
	TPP No:							
	Other Project No:	GTP-130, EN99-029-164						
VDOT permit received on 9/6/18. Bid advertisement authorization received from VDOT on 11/5/18. Construction authorization given to UDCD on 11/9/18. Project advertised for bid on 11/13/18. Bid opening held 12/11/18. Contract award authorization received from VDOT on 2/8/19. Processing contract award.								

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Georgetown Pike Walkway Phase IV from Falls Bridge Lane to Seneca Plaza	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	193	Design	\$ 1M	\$.8M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Dresser, John		Design	Feb-16	Aug-19 Feb-19
Scope: Approximately 1200 LF of 6-foot walkway along the north side of Georgetown Pike	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-18	Jun-19 Jan-19
	FC Project No:	2G40-088-036		Utility Relocation	Jul-19 Nov-18	Dec-19 May-19
	Program:			Construction	Jan-20 Jun-19	Aug-20 Jan-20
	TPP No:	125				
	Other Project No:					
Land acquisition completed on 1/7/19. Final VDOT plan approval received on 1/29/19. Utility relocations in progress (Verizon and Dominion Energy).						

Great Falls Street Walkway from Grande Lane to Haycock Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Project Initiation	\$.4M	\$.4M	TBD	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	CPTED, To Be Determined		Design	TBD	TBD
Scope: Construct walkway on west side of Great Falls Street	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000076		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	201				
	Other Project No:					
Anticipate starting scoping and initial coordination in spring 2019.						

Great Falls Street Walkway from I-66 Bridge to North West Street	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	697	Utility Relocation	\$ 2.5M		\$ 1.2M		2014 Bonds		
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
	Project Manager:	Beall, James		Design		Oct-15		Nov-18 Mar-19	
Lead Agency:	Fairfax County Department of Transportation	Land Acquisition		Dec-17		Jul-18			
Scope: Construct approximately 1,400 LF of sidewalk and curb and gutter along the east side of Great Falls Street	FC Project No:	5G25-060-042		Utility Relocation		Sep-18 Jan-19		Jan-19 May-19	
	Program:			Construction		Jan-19 Mar-19		Sep-19 Apr-20	
	TPP No:	202							
	Other Project No:								
Utility companies are finalizing their relocation designs. Washington Gas relocations have been authorized. Fairfax Water final plans received 1/23/19. Cox relocation plans are under review. Final plans distributed for review 9/27/18; VDOT comments received 1/4/19. We are working with VDOT to resolve comments concerning special sidewalk design required to save an existing tree. Consultant is revising plans for resubmittal. Schedule revised due to delay in VDOT response and additional VDOT comments.									

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Herndon Parkway from W&OD Trail to Fairbrook Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	924	Design	\$ 1.55M	\$.1M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	Apr-17	Jul-18 Oct-19
	Lead Agency:	Town of Herndon		Land Acquisition	Jun-18 Apr-19	Apr-19 Feb-20
Scope: Improve access ramp at W&OD and widen sidewalk to shared-use path	FC Project No:	DOT-000005		Utility Relocation	Mar-19 Jul-19	Dec-19 Apr-20
	Program:	HMSAMS		Construction	Dec-19 Mar-20	Sep-20 Dec-20
	TPP No:	190.08				
	Other Project No:					
Project location within the Town of Herndon. Project administered by Town of Herndon. Project incorporated into VDOT East Spring Street Widening project. Schedule updated as a result. Land acquisition and utility relocations are required. Agreement for partial funding for construction anticipated in spring 2019.						

Herndon Parkway/Herndon Metro Entrance North	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	924	Land Acquisition	\$.25M	\$.25M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Install mid-block signalized crosswalk	Project Manager:	Wells, Chris		Design	Apr-17	Mar-18
	Lead Agency:	Town of Herndon		Land Acquisition	Mar-18	Nov-18 Dec-19
	FC Project No:	2G40-086-005		Utility Relocation	Dec-18 Mar-19	Nov-19 Dec-19
	Program:	HMSAMS		Construction	Dec-19 Feb-20	Sep-20 Dec-20
	TPP No:	190.03				
	Other Project No:					
Project location within the Town of Herndon. Intersection project with pedestrian improvements and transit bus bays currently administrated by the Town of Herndon. Funding agreement between the Town of Herndon and the County of Fairfax for construction of pedestrian improvements was approved by the Board on 4/4/17. Delays in the land acquisition phase due to the appraised values being significantly higher than estimated values. Schedule adjusted as a result.						

Hunter Mill Road Bridge over Difficult Run	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	674	On-Hold	\$.5M	\$.32M	Bridge, RSTP	
District(s): Dranesville, Hunter Mill	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Harrell, William		Design	Sep-13	Jan-18
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD
Scope:	FC Project No:	DOT-000009		Utility Relocation	TBD	TBD
Replace temporary bridge with permanent structure	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:	UPC 102691				
Public hearing held on 6/17/15. The design concepts of the project have been approved by VDOT and Fairfax County. The bridge is currently in good condition and is not eligible for State of Good Repair (SGR) funding. The project is currently on hold, since SGR funding is only for bridges in poor condition and classified as structually deficient.						

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
I-495 Express Lanes Northern Extension	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	495	Design-Build		\$ 6M	Federal, State, Private	
District(s): Dranesville, Providence	Project Type:	Interstate	Schedule	Phase	Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design	Apr-18	Jun-19
Scope: Extend Express Lanes approximately 3.5 miles along I-495 between the Route 123 interchange and the Maryland state line at the American Legion Bridge	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000096		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:	UPC 113414				
NEPA process started in June 2018, and the first PIM was held on 6/11/18. The next PIM is currently planned for spring 2019. The project team has also met with FCDOT and DPWES in October 2018 and January 2019 to start coordination with the county on stormwater management and bicycle and pedestrian facilities. VDOT and Transurban signed a framework agreement for design and construction of the project in January 2019.						

I-66 Inside the Beltway Eastbound Widening Project	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	66	Design-Build	\$ 125M	\$ 125M	Federal, State	
District(s): Dranesville	Project Type:	Interstate	Schedule	Phase	Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design	Feb-16	Dec-17
Scope: Widen I-66 eastbound between the Dulles Connector Road and Fairfax Drive	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000016		Utility Relocation	TBD	TBD
	Program:			Construction	Jan-18	Oct-21
	TPP No:					
	Other Project No:	UPC 108424				
Final design underway which includes noise barrier design. Design-build contract awarded and NTP issued in January 2018. Construction in progress. New lane scheduled to be open to traffic and all construction work completed by November 2020, except landscaping and signal work on Lee Highway.						

Idylwood Road from Norwalk Street to Eastman Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	695	Construction	\$.3M		\$.59M		C & I		
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
	Project Manager:	Nabavi, Seyed		Design		May-17		Jul-19 Jan-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		NA		NA	
Scope: Construct 200 LF of 5-foot wide sidewalk along Idylwood Road	FC Project No:	2G40-088-024		Utility Relocation		NA		NA	
	Program:			Construction		Apr-20 Feb-19		Oct-20 Aug-19	
	TPP No:	136							
	Other Project No:								
VDOT permit received 1/21/19. Construction authorized 2/21/19. Negotiating task order. Project schedule was shortened, because there are no utility conflicts and no ROW impacts.									

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Idylwood Road Walkway from Friendship Lane to Stephanie Marie Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	695	Project Initiation	\$.3M	\$.3M	Developer	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Askarzadeh, Negin		Design	NA	NA
	Lead Agency:	Developer		Land Acquisition	NA	NA
Scope: Construct walkway on the north side of Idylwood Road	FC Project No:	DOT-000077		Utility Relocation	NA	NA
	Program:			Construction	NA	NA
	TPP No:	203				
	Other Project No:					
An 8-foot asphalt walkway will be constructed by the developer. Development plan approved on 2/14/17. Developer anticipates starting construction in summer 2019.						

Innovation Avenue/Rock Hill Road to Innovation Center Metrorail Station	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	847	Land Acquisition	\$.4M	\$.5M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Marsh, Dennis		Design	Nov-17	Jul-19
Scope: Construct approximately 310 LF of 8-foot concrete sidewalk on east side of Innovation Avenue from Innovation Metrorail Station to Dulles Green Boulevard	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-18 Nov-18	Jun-19
	FC Project No:	2G40-086-012		Utility Relocation	NA	NA
	Program:	HMSAMS		Construction	Aug-19	Feb-20
	TPP No:	190.11				
	Other Project No:					
Final design is complete. LAD NTP 11/30/18. Land rights on 1 of 2 properties have been aquired. No utility relocations required. New streetlights to be added by NOVEC at time of construction. Signage plans, TMP plans, and Project Data Sheet are approved.						

Innovation Center Metrorail Station Parking Garage	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Construction	\$ 52M	\$ 52M	NVTALocal, C & I, EDA Bonds	
District(s): Dranesville	Project Type:	Transit	Schedule	Phase	Start Date	End Date
	Project Manager:	Canale, Mark		Design	Nov-14	Aug-16
Scope: An approximately 2,030 space parking structure, bus bays, Kiss and Ride and Metrorail Station pedestrian connection for the Metrorail Silver Line	Lead Agency:	Capital Facilities, DPWES		Land Acquisition	Jan-13	Oct-15
	FC Project No:	TF-000021-001		Utility Relocation	TBD	TBD
	Program:			Construction	Dec-16	May-19 Dec-19
	TPP No:					
	Other Project No:					
Construction is 65% complete. Remediation on garage caissons has been completed and trade work has resumed as of February 2019. Construction has been delayed due to required remediation of the foundation structure.						

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Innovation Center to Arrowbrook	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Land Acquisition	\$ 1.25M	\$ 2M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Dresser, John		Design	Jun-17	Jun-19 Jul-19
Scope: 645 LF of multi-purpose, lighted trail from the Arrowbrook Development to Sunrise Valley Drive	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-18 Nov-18	May-19 Jul-19
	FC Project No:	2G40-086-007		Utility Relocation	TBD Dec-18	TBD Apr-19
	Program:	HMSAMS		Construction	Aug-19 Nov-19	May-20
	TPP No:	190.06				
	Other Project No:					
LDS second submission design is in progress. LAD NTP given on 11/30/18 for ROW acquisition. Land rights on 0 of 3 properties have been acquired. Utility relocations are in progress (Cox).						

Innovation Station North Side Neighborhood Access	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Design	\$.1M	\$.1M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Delmare, Lauren		Design	Jan-17	Sep-17
Scope: Add shared-use path and lighting	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	2G40-086-016		Utility Relocation	NA	NA
	Program:	HMSAMS		Construction	NA	NA
	TPP No:	190.15				
	Other Project No:					
Funded for feasibility and cost estimate study. Study complete. Allocating funds for implementation and will forward for design.						

Kirby Road Sidewalk from Chesterbrook Pool to east of Chesterbrook Elementary School	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	695	Complete	\$ 1M		\$.125M	2014 Bonds	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	Hojatzadeh, Max		Design		Jul-13	Mar-17
Scope: Install 800 LF of sidewalk, including curb and gutter and curb ramp upgrades	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Sep-15	Nov-16
	FC Project No:	ST-000036-002		Utility Relocation		Jul-17 TBD	Sep-18 TBD
	Program:			Construction		Jul-17	Sep-18 Aug-18
	TPP No:						
	Other Project No:						
Construction substantially complete 8/28/18.							

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Kirby Road Walkway from Birch Road to Ivy Hill Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	695	Bid Advertisement	\$ 1.75M	\$.95M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Turner, Latesa		Design	Mar-15	Sep-18 Nov-18
Scope: Construct 6-foot concrete sidewalk on north side of Kirby Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Feb-17	Sep-17
	FC Project No:	2G40-088-017		Utility Relocation	NA	NA
	Program:			Construction	Oct-18 Feb-19	Aug-19 Dec-19
	TPP No:	143				
	Other Project No:					
Final design complete. VDOT permit received 11/27/18. Draft construction package submitted to UDCD on 1/8/19. Project construction to be bundled with Project 2G40-088-018 Kirby Road Walkway - Ivy Hill Drive to Corliss Court. Schedule adjusted due to delays in obtaining final design approval from VDOT. Project includes significant water line relocation betterment.						

Kirby Road Walkway from Chesterbrook Elementary School to Halsey Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	695	Land Acquisition	\$.925M	\$.4M	2014 Bonds	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Turner, Latesa		Design	Apr-16	Mar-19 Aug-19
Scope: Construct approximately 520 LF of concrete sidewalk, including curb and gutter, along the south side of Kirby Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-18 Dec-18	Mar-19 Jun-19
	FC Project No:	ST-000036-010		Utility Relocation	TBD	TBD
	Program:			Construction	Mar-19 Sep-19	Dec-19 Jun-20
	TPP No:	140				
	Other Project No:					
LAD NTP 12/21/18. Land rights on 0 of 4 properties have been acquired. Schedule adjusted due to additional time required for stormwater management re-design and review of project utility impacts.						

Kirby Road Walkway from Chesterbrook Road to Mori Street	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	695	Design	\$ 2.15M		\$ 1.25M		OTHER		
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
	Project Manager:	Turner, Latesa		Design		Mar-18		Apr-21	
Scope: Construct approximately 1,300 LF of 5-foot concrete sidewalk along the east side of Kirby Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Apr-20		Dec-20	
	FC Project No:	2G40-088-069		Utility Relocation		Jan-21		Apr-21	
	Program:			Construction		Jul-21		Jun-22	
	TPP No:	238							
	Other Project No:								
Intermediate design is underway. Citizens information meeting held 12/11/18.									

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Kirby Road Walkway from Halsey Road to Franklin Avenue	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	695	Land Acquisition	\$ 1.45M	\$ 1.5M	2014 Bonds	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Turner, Latesa		Design	Apr-16	Mar-19 Aug-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-18 Dec-18	Mar-19 Jun-19
FC Project No:	ST-000036-011	Utility Relocation		TBD	TBD	
Program:		Construction		Mar-19 Sep-19	Dec-19 Jun-20	
TPP No:	141					
Other Project No:						
Scope: Construct approximately 1,300 LF of concrete sidewalk, including curb and gutter, along the south side of Kirby Road						
LAD NTP 12/21/18. Land rights on 0 of 10 properties have been acquired. Schedule adjusted due to additional time required for stormwater management re-design and review of project utility impacts.						

Kirby Road Walkway from Ivy Hill Drive to Corliss Court	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	695	Bid Advertisement	\$ 1.65M	\$ 1M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Construct 6-foot concrete sidewalk on north side of Kirby Road	Project Manager:	Turner, Latesa		Design	Mar-15	Sep-18 Nov-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Feb-17	Jun-17
	FC Project No:	2G40-088-018		Utility Relocation	NA	NA
	Program:			Construction	Oct-18 Feb-19	Aug-19 Dec-19
	TPP No:	142				
	Other Project No:					
Final design complete. VDOT permit received 11/27/18. Draft construction package submitted to UDCD on 1/8/19. Project construction to be bundled with Project 2G40-088-017 Kirby Road Walkway - Birch Road to Ivy Hill Drive. Schedule adjusted due to delays in obtaining final design approval which has been obtained. Project includes significant water line relocation betterment.						

Kirby Road/Old Dominion Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	695	Project Initiation	\$ 10.7M		\$.5M	TBD	
District(s): Dranesville	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Improve intersection safety and geometry including extension of turn lanes and additional pedestrian facilities	FC Project No:	2G40-087-013		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	33					
	Other Project No:						
Starting scoping and initial coordination. Funding for preliminary study only.							

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Kurtz Road and Calder Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Complete	\$.25M	\$.25M	2014 Bonds	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Ruffner, Scott		Design	Sep-17	Aug-18 Sep-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
Scope: Intersection improvements	FC Project No:	ST-000024-007		Utility Relocation	NA	NA
	Program:			Construction	Sep-18 Oct-18	Dec-18
	TPP No:					
	Other Project No:					
Construction substantially complete on 12/17/18.						

Lewinsville Road and Spring Hill Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	694	Study	\$ 15.8M	\$.1M	NVTA Local	
District(s): Dranesville	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
Scope: Partial funding for alternatives analysis to improve traffic flow and safety, add pedestrian crosswalks	Project Manager:	Qi, Maggie		Design	Jan-17	Dec-18 Apr-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-087-014		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	34				
	Other Project No:					
Alternatives analysis in progress. Four alternatives have been developed with a high-level screening process and presented at the community meeting in May 2018. Two alternatives advanced based on community feedback for detailed traffic analysis and plan development. Schedule adjusted due to additional public involvement.						

Lisle Avenue Walkway from Griffith Road to Peabody Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
		Design	\$.7M		\$.6M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Zahirieh, Shahla		Design	TBD Aug-18	TBD Apr-21	
Lead Agency:	Fairfax County Department of Transportation	Land Acquisition		TBD Aug-20	TBD Mar-21		
Scope: Construct approximately 870 LF of 5-foot concrete sidewalk along the east side of Lisle Avenue	FC Project No:	2G40-088-044		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD May-21	TBD Feb-22	
	TPP No:	147					
	Other Project No:						
Intermediate design in progress.							

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Magarity Road from Lusby Place to Peabody Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	650	Design	\$ 2.3M	\$ 1M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Dresser, John		Design	Sep-17	Nov-20
Scope: Provide 8-foot wide asphalt walkway on south side of Magarity Road and one new crosswalk	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jan-20	Sep-20
	FC Project No:	2G40-088-025		Utility Relocation	Oct-20	Feb-21
	Program:			Construction	Jan-21	Mar-22
	TPP No:	150				
	Other Project No:					
Intermediate plans distributed for agency review on 1/31/19.						

McLean Streetscapes Phase III	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	3547	Complete	\$ 2.75M	\$ 2.306M	Enhancement	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Chain Bridge Road from Laughlin Street to Corner Lane; Shell Drive to Center Street	Project Manager:	Beall, James		Design	Nov-11	Dec-16
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-15	Aug-16
	FC Project No:	CR-000004-001		Utility Relocation	NA	NA
	Program:			Construction	Aug-17	Dec-18 Nov-18
	TPP No:					
	Other Project No:	EN98-029-144; UPC 106945				
Construction substantially complete 11/27/18.						

North West Street Sidewalk from Great Falls Street to Brilyn Place	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	1799	Design	\$.75M		\$.3M		2014 Bonds	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date
Scope: 260 LF of 5-foot sidewalk along north side of North West Street	Project Manager:	Beall, James		Design		Sep-15		Oct-18 Feb-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Sep-17		Jul-18
	FC Project No:	ST-000036-003		Utility Relocation		Apr-18 Jan-19		Dec-18 May-19
	Program:			Construction		Oct-18 Mar-19		Aug-19 Mar-20
	TPP No:	350						
	Other Project No:							
Construction agreement with City of Falls Church approved by BOS 10/30/18. Utility relocation plans are in design. Washington Gas NTP issued; however, relocation plan revision is under review, which may impact their relocation start. Fairfax Water final plans received 1/23/19. Second final plan submitted 11/19/18. VDOT Hydraulics comments received 1/22/19. Consultant is preparing resubmittal to VDOT. Schedule revised due to delay in VDOT response and additional comments.								

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Pavement Marking Plans	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Project Initiation	\$.1M	\$.1M	RSTP	
District(s): Dranesville, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wynands, Nicole		Design	TBD	TBD
Scope: Addition of bike lanes on various roadways in the Tysons area and surrounding neighborhoods	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	AA1400125-13		Utility Relocation	TBD	TBD
	Program:	TMSAMS		Construction	TBD	TBD
	TPP No:					
	Other Project No:					
	Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Funding provided to prepare Pavement Marking plan and add bike lanes and markings along existing roadways in the Tysons area and surrounding neighborhoods. Roadways to be selected per VDOT's summer re-paving schedule.					

Peabody Drive Walkway from Magarity Road to Lisle Avenue near Westgate Elementary School	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	2726	Project Initiation	\$.4M	\$.4M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD
Scope: Construct walkway on east side of Peabody Drive	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-088-048		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	160				
	Other Project No:					
Anticipate starting scoping and initial coordination in summer 2019.						

Redd Road Walkway	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	2706	Project Initiation	\$.1M	\$.1M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD
Scope: Construct walkway and bridge connecting Redd Road (Idylwood Road Side) to Redd Road (Pimmit Drive Side)	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-088-060		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	208				
	Other Project No:					
Anticipate starting scoping and initial coordination in spring 2019. Evaluating project estimate.						

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 123 and Great Falls Street/Lewinsville Road Intersection	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Study	\$ 6.9M	\$ 6.9M	2014 Bonds	
District(s): Dranesville	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Aguayo, Vanessa		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Interim intersection improvements	FC Project No:	5G25-059-008		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	38				
	Other Project No:					

Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Intersection was part of the Tysons Neighborhood Study and is included in the Dolley Madison Corridor Study with three other intersections including Route 123/Old Dominion Drive, Great Falls Street/Chain Bridge Road, and Balls Hill Road/Lewinsville Road, all of which are being evaluated as a corridor to understand how each intersection affects the others. Staff is evaluating long term solutions to reduce traffic congestion which is expected in summer 2019.

Route 7 from Reston Avenue to Jarrett Valley Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	7	Design-Build	\$ 314M	\$ 314M	NVTA Regional, Federal, SmartScale	
District(s): Dranesville, Hunter Mill	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Chellappa, Smitha		Design	Jun-11	Feb-20
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	May-19	Aug-20
Scope: Widen to 6 lanes	FC Project No:	DOT-000032		Utility Relocation	May-20	Sep-21
	Program:			Construction	Mar-19 May-19	Jul-24
	TPP No:	271				
	Other Project No:	UPC 52328, 99478, 106917				

Group of community, BOS staff, and state/local government agency stakeholders established, and periodic coordination meetings continue. CTB award and NTP to the design-build contractor in July 2018. Design on-going. Construction is anticipated to begin in May 2019. Community meeting scheduled for spring 2019.

Route 7 Westbound Bridge over Sugarland Run	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	7	Design		\$ 9.1M	Bridge, SGR	
District(s): Dranesville	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Askarzadeh, Negin		Design	Mar-14	Dec-20
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	NA	NA
Scope: Rehabilitate the westbound Route 7 bridge over Sugarland Run	FC Project No:	DOT-000097		Utility Relocation	NA	NA
	Program:			Construction	Jun-21	Apr-22
	TPP No:					
	Other Project No:	0007-029-113, P101				

Design public hearing held on 10/23/18. Additional design public hearing expected in summer 2019. Re-evaluating design to address public comments. Cost estimate to be determined once design is finalized.

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 7 Widening from I-66 to I-495 (Study Only)	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	7	Study	\$.25M	\$.25M	C & I	
District(s): Dranesville, Providence	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Borkowski, Tad		Design	TBD Oct-18	TBD May-19
Scope: Study widening Route 7 from I-66 to I-495, including potential BRT lanes	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-150-000		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:					
Traffic data collection is complete. Consultant is preparing typical cross-sections and establishing centerline. Coordination with NVTC BRT study on-going.						

Scotts Run Stream Valley Trail	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Project Initiation	\$ 5.5M	\$ 5.5M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Aguayo, Vanessa		Design	TBD	TBD
Scope: Partially funded to construct trail on the west side of I-495 from Georgetown Pike to the Scotts Run Stream Valley.	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-088-061		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	209				
	Other Project No:					
Anticipated starting scoping and initial coordination in summer 2019. This project is partially included in the scope of I-495 NEXT project study. VDOT I-495 NEXT project team has shared initial alignment and conceptual design for trails along the corridor with FCDOT staff on 1/30/19.						

Tysons Wayfinding Signage	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Design	\$.125M	\$.125M	C & I	
District(s): Dranesville, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wynands, Nicole		Design	Aug-17	Oct-18 Apr-19
Scope: Installation of bicycle wayfinding signage in the Tysons area and surrounding neighborhoods	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	AA1400126-13		Utility Relocation	NA	NA
	Program:	TMSAMS		Construction	Dec-18 Apr-19	Jun-19 Aug-19
	TPP No:					
	Other Project No:	TMSAMS-126				
The pre-final design comments from VDOT are being addressed. Final design will be send to VDOT in April 2019. Schedule adjusted to accommodate additional VDOT plan review.						

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Van Buren Street from W&OD to Monroe Street Bridge	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	666	Design	\$ 2.2M	\$.25M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	Apr-18	Jan-19 May-19
	Lead Agency:	Town of Herndon		Land Acquisition	Dec-18 Apr-19	May-19 Aug-19
Scope: Reconstruct with on-road bike lanes, sidewalks, drainage, and urban standards	FC Project No:	2G40-086-013		Utility Relocation	Jul-18 Apr-19	May-19 Aug-19
	Program:	HMSAMS		Construction	Oct-19	Nov-20
	TPP No:	190.12				
	Other Project No:					
Project location within Town of Herndon, and being administered by Town of Herndon. Project provides 5-foot sidewalks, ADA ramps, on-street and off-street bicycle lanes, street trees, street lighting, and high visibility crosswalks. The Town Council approved the concept design of the project on 2/28/17. Design in progress. Schedule revised to reflect expedited schedule required by the FHWA. Funding agreement for construction anticipated in spring 2019.						

Van Buren Street/Worldgate Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	666	Bid Advertisement	\$.25M	\$.25M	C & I	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	Mar-15	May-18
	Lead Agency:	Town of Herndon		Land Acquisition	Oct-17	May-18 Mar-19
Scope: Install signalized crosswalk	FC Project No:	2G40-086-004		Utility Relocation	NA	NA
	Program:	HMSAMS		Construction	Oct-18 May-19	Mar-19 Nov-19
	TPP No:	190.02				
	Other Project No:					
Project location within the Town of Herndon. Project administered by the Town of Herndon. Design complete. Delays resulting from acquisition of easements from the Fairfax County Park Authority and in obtaining construction easements from the Goldman Sachs property.						

Walker Road Bridge	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	681	On-Hold	\$ 4.85M		\$ 1.1M		Secondary		
District(s): Dranesville	Project Type:	Secondary Road	Schedule	Phase		Start Date		End Date	
	Project Manager:	Borkowski, Tad		Design		Nov-12		TBD	
	Lead Agency:	Virginia Department of Transportation		Land Acquisition		TBD		TBD	
Scope: Replace bridge over Piney Run (PE and ROW only)	FC Project No:	DOT-000040		Utility Relocation		TBD		TBD	
	Program:			Construction		TBD		TBD	
	TPP No:								
	Other Project No:	0681-029-717,P101,B; UPC 84383							
Funded for design and ROW only. Project redesigned to incorporate pedestrian and bicycle facilities. Design public hearing held 2/3/16. Board of Supervisors endorsed design plans for the bridge replacement on 6/21/16. Project is on hold until funding becomes available.									

Dranesville District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Westmoreland Street and Rosemont Drive Bike Lanes	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	693	Design	\$.55M		\$.45M	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Turner, Latesa		Design	Oct-17	Sep-19
	Lead Agency:	Fairfax County Department of Transportation				
Scope: Widen approximately of 400 LF of Westmoreland Street to add bike lanes, connecting to existing bike lanes north and south of Rosemont Drive	FC Project No:	5G25-063-009		Land Acquisition	Nov-18 Feb-19	Jun-19 Aug-19
	Program:			Utility Relocation	Jun-19 NA	Sep-19 NA
	TPP No:	187		Construction	Nov-19	Aug-20
	Other Project No:					
Design in progress. Preparing project plats.						

Westmoreland Street Walkway from Kirby Road to Lemon Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	693	Project Initiation			\$ 1.8M	2014 Bonds	
District(s): Dranesville	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Askarzadeh, Negin		Design	TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Construct walkway on west side of Westmoreland Street	FC Project No:	ST-000036-015		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	186					
	Other Project No:						
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Estimate to be determined. Project scoping and initial coordination in progress. Anticipate finalizing scope in spring 2019.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Ashgrove Lane Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
		Design	\$.775M		\$.5M	RSTP
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	Jul-16	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jul-17	Jul-18
Scope: Phase II- 10-foot wide asphalt trail from Ashgrove Plantation Trail to Westwood Center Drive	FC Project No:	AA1400121-13		Utility Relocation	NA	NA
	Program:	TMSAMS		Construction	TBD	TBD
	TPP No:					
	Other Project No:	TMSAMS-121				
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. FCPA completed phase I, upgrading existing trail. Design for easement swap completed in July 2017. DPWES LAD staff completed land rights swap with affected property owners. FCDOT and FCPA agreement for construction anticipated spring 2019. Schedule will be finalized once construction agreement is executed. Additional discussions about phase II construction are on-going with FCPA and MSMD.						

Beulah Road Walkway Phase II	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	675	On-Hold	\$.7M		\$.7M	2007 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Vanzandt, Mark		Design	Aug-14	TBD	
Scope: Approximately 500 LF of pedestrian improvements along Beulah Road from Abbotsford Drive to Antioch Church	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
	FC Project No:	ST-000021-009		Utility Relocation	NA	NA	
	Program:			Construction	TBD	TBD	
	TPP No:						
	Other Project No:	4YP201-PB009-B					
Project is part of the Second Four-Year Transportation Plan endorsed by the BOS on 10/15/07. The property owner that was impacted by the proposed drainage improvements was unwilling to grant land rights for the project. In the event a project at this location is revisited in the future to complete the missing trail link, the project will be reconsidered for funding.							

Beulah Road Walkway Phase III	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	675	Project Initiation	\$.5M		\$.5M		2007 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date		
	Project Manager:	Lauretti, Francesco		Design	TBD Aug-18	TBD		
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD		
Scope: Approximately 475 LF of 6-foot asphalt sidewalk on the north side of Clarks Crossing Road West of Hawthorn Ridge Court	FC Project No:	ST-000021-009		Utility Relocation	TBD	TBD		
	Program:			Construction	TBD	TBD		
	TPP No:							
	Other Project No:	4YP201-PB009-C						
Task order is being prepared for final design. Schedule will be determined once survey is completed and task order is approved which is anticipated in spring 2019.								

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Bluemont Way and Discovery Street/Explorer Street	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	7199	Design	\$.45M		\$.25M	2014 Bonds
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Delmare, Lauren		Design	TBD	TBD
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD
Scope: Road diet project to reduce travel lanes and introduce bike lanes, including pedestrian improvements	FC Project No:	5G25-062-002		Utility Relocation	TBD	TBD
	Program:	RMAG		Construction	TBD	TBD
	TPP No:	189.01				
	Other Project No:					
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Coordinated with VDOT to implement project after repaving. VDOT repaved and restriped the road with bike lanes in 2018. Pedestrian improvements will be implemented by VDOT with federal funds in summer 2019.						

Bluemont Way Sidewalk from Discovery Street Pedestrian Bridge Walkway to Reston Parkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	7199	Design	\$.5M		\$.354M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct approximately 525 LF of 10-foot wide asphalt shared-use path along the south side of Bluemont Way	Project Manager:	Fasceski, Jeff		Design	Nov-16	Jun-19 Mar-20	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-18 Jun-19	May-19 Feb-20	
	FC Project No:	5G25-062-011		Utility Relocation	Mar-19 Mar-20	May-19 Jun-20	
	Program:	RMAG		Construction	Jul-19 May-20	Jun-20 Mar-21	
	TPP No:	189.11					
	Other Project No:						
Advanced copy of pre-final plan under review. Schedule adjusted for additional design required to address VDOT comments and waiting for underground utility information. VDOT required an additional storm structure upstream of the proposed bus pad.							

Coppermine Crossing to Merrybrook	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
		Project Initiation	\$.2M		\$.2M	C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Wells, Chris		Design	TBD	TBD	
	Lead Agency:	Fairfax County Park Authority		Land Acquisition	TBD	TBD	
Scope: Improve FCPA fair-weather crossing to pedestrian bridge	FC Project No:	2G40-086-011		Utility Relocation	TBD	TBD	
	Program:	HMSAMS		Construction	TBD	TBD	
	TPP No:	190.10					
	Other Project No:						
Project anticipated to be administered by FCPA.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Creek Crossing Pedestrian Enhancements	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	724	Design			\$ 2M	C & I
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Bandy, Audra		Design	TBD Oct-18	TBD Oct-20
	Lead Agency:	Town of Vienna		Land Acquisition	TBD	TBD
Scope: Upgrade existing pedestrian facility on east side of Creek Crossing from Fairway Drive to Old Courthouse Road	FC Project No:	2G40-088-011		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	231				
	Other Project No:					
Significant community coordination will be required. Completed funding agreement with Town of Vienna for town to design facility and FCDOT to finance. Agreement was approved by the Board of Supervisors on 2/16/16, and approved by the Vienna Town Council on 2/1/16. Town of Vienna issued NTP on 8/13/18.						

Dulles Rail Phase 2	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
		Construction	\$ 2778M		\$.33M	Federal	
District(s): Dranesville, Hunter Mill	Project Type:	Transit	Schedule	Phase	Start Date	End Date	
	Project Manager:	Canale, Mark		Design	Jul-13	Jun-15	
	Lead Agency:	Metropolitan Washington Airports Authority		Land Acquisition	Jul-13	Jan-16	
Scope: Construct six new stations, three in Fairfax County, and extend Metrorail from Wiehle Avenue to Ashburn Station (Route 772) in Loudoun County	FC Project No:	DOT-000003		Utility Relocation	Jul-13	Oct-16	
	Program:			Construction	Feb-14	Aug-19	
	TPP No:						
	Other Project No:	UPC 97226					
	Bid Packet A (Rail Stations, Systems, and Line) was awarded in May 2013. Notice to proceed was issued in July 2013 with a 60 month design-build schedule. Herndon Station garage is estimated for completion by spring 2019. Innovation Center Station garage is estimated for completion by late 2019/early 2020. For further information, see http://www.dullesmetro.com . Revenue service date will be established by the WMATA Board.						

Dulles Toll Road Eastbound Off-Ramp/Fairfax County Parkway Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	267	Design				2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: At grade crossing of trail at Dulles Toll Road on ramp	Project Manager:	Wells, Chris		Design	Feb-17	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
	FC Project No:	5G25-062-010		Utility Relocation	TBD	TBD	
	Program:	RMAG		Construction	TBD	TBD	
	TPP No:	189.09					
	Other Project No:						
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Full schedule to be determined at 30% design. Study completion delayed after survey revealed utilities that ruled out tunnel option. At-grade option added in place of tunnel. Public meeting was held on 9/14/17 and at-grade option was chosen. Final project scoping and 30% design anticipated in spring 2019.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Dulles Toll Road/Monroe Street	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	267	On-Hold	\$ 5.5M		C & I	
District(s): Dranesville, Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Delmare, Lauren		Design	Nov-16	Sep-17
Scope: Pedestrian and bicycle bridge over Dulles Toll Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	2G40-086-006		Utility Relocation	NA	NA
	Program:	HMSAMS		Construction	NA	NA
	TPP No:	190.03				
	Other Project No:					
Funded for feasibility study and cost estimates. Study complete. Project on hold until further funding is identified. Funding recommendations expected in spring 2019.						

Explorer Street/New Dominion Parkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	7442	Project Initiation	\$.1M		\$.1M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design		TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD	TBD
Scope: Install signal at intersection with signalized crosswalk	FC Project No:	5G25-062-004		Utility Relocation		TBD	TBD
	Program:	RMAG		Construction		TBD	TBD
	TPP No:	189.03					
	Other Project No:						
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Project scoping and initial coordination in progress. Coordinating with the Reston Town Center Association and the County Attorney's Office regarding different interpretations of existing proffer to determine how to proceed with design and funding of project.							

Flint Hill Elementary School	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	672	Complete	\$.305M		\$.285M	Federal, C & I	
District(s): Hunter Mill	Project Type:	Secondary Road	Schedule	Phase	Start Date		End Date
	Project Manager:	Lauretti, Francesco		Design	Apr-15		Sep-17
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA		NA
Scope: Provide a raised crosswalk, rapid flashing beacons, and upgrade curb ramps	FC Project No:	AA1400133-14		Utility Relocation	NA		NA
	Program:	SRTS		Construction	Jun-18		Apr-19 Jan-19
	TPP No:						
	Other Project No:	SRTS-029-144; SRTS-133; UPC 105288					
Construction substantially complete 1/10/19.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Fox Mill Road Walkway from Fairfax County Parkway to Reston Parkway	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	665	Design	\$ 2.1M	\$ 2.4M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Marsh, Dennis		Design	Mar-16	Jan-20
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Feb-19 Mar-19	Aug-19
Scope: Construct approximately 2,000 LF of 8-foot wide asphalt walkway, including curb and gutter, on the north side of Fox Mill Road	FC Project No:	ST-000036-009		Utility Relocation	Aug-19	Mar-20
	Program:			Construction	Feb-20	Sep-20
	TPP No:	121				
	Other Project No:					
Pre-final design is in progress. The scope was revised to shorten the project to only the section from Fairfax County Parkway to Fox View Way. Pre-final plans comments received 1/26/19 and are under review. Comment revision required changes to land rights. Six properties affected. Utility relocations within ROW required (electric, gas, and fiberoptics).						

Frying Pan Road Widening from Route 28 to Centreville Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	608	On-Hold	\$ 54.3M				
District(s): Dranesville, Hunter Mill	Project Type:	Secondary Road	Schedule	Phase	Start Date		End Date
Scope: Widen Frying Pan Road to 6 lanes, including intersection improvements and pedestrian and bicycle facilities	Project Manager:	Stevens, Daniel		Design	TBD		TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD		TBD
	FC Project No:	DOT-000043		Utility Relocation	TBD		TBD
	Program:			Construction	TBD		TBD
	TPP No:	54					
	Other Project No:						
Project is on hold due to proposed private developments being proposed along Frying Pan Road immediately east of Route 28, and the need for funding.							

Glade Drive Walkway from Colts Neck Road to Freetown Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	4721	Land Acquisition	\$.8M		\$.65M		C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date		
	Project Manager:	Nabavi, Seyed		Design	May-15	Mar-19 Apr-19		
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-18	Mar-19		
Scope: Approximately 1,200 LF of sidewalk on north side of Glade Drive	FC Project No:	2G40-088-007		Utility Relocation	Jul-17	Aug-17		
	Program:			Construction	Apr-19 May-19	Jan-20		
	TPP No:	127						
	Other Project No:							
Signal design re-submitted to VDOT on 1/10/19. Land rights on 4 of 5 properties have been acquired. Schedule adjusted due to change in design as a result of Reston Design Review Board's comments.								

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Glade Drive Walkway from Middle Creek Lane to Glade Bank Way	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	4721	Construction	\$.35M		\$.4M	C & I
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	May-15	Aug-18 Sep-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	May-17	Oct-17
Scope: Approximately 600 LF of sidewalk on north side of Glade Drive	FC Project No:	2G40-088-006		Utility Relocation	Jul-17	Aug-17
	Program:			Construction	Oct-18	Jun-19
	TPP No:	126				
	Other Project No:					
Pre-construction meeting held 1/16/19. Construction NTP 1/22/19. Construction 5% complete.						

Herndon Metrorail Station Parking Garage	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
		Construction	\$ 44.9M		\$ 44.9M	NVTA Local, C & I, EDA Bonds	
District(s): Hunter Mill	Project Type:	Transit	Schedule	Phase	Start Date	End Date	
	Project Manager:	Miller, Kris		Design	Nov-14	Jun-16	
	Lead Agency:	Capital Facilities, DPWES		Land Acquisition	Dec-14	Aug-15	
Scope: Approximately 2,006 space parking structure and associated pedestrian and vehicular connections for Metrorail Silver Line-Phase II	FC Project No:	TF-000020-001		Utility Relocation	Nov-16	Nov-17	
	Program:			Construction	Jun-16	May-19 Jul-19	
	TPP No:						
	Other Project No:						
Overall construction is 97% complete. Mechanical, electrical, plumbing, waterproofing, glazing, interior finishes, elevator installation, and bridge painting are 98% complete. Punch lists are being generated for stormwater, landscaping, and security assets. Project scope widened to include restoration of existing garage. Restoration started fall 2018 and will resume March 2019. New garage will be completed May 2019. Restoration will be completed July 2019. Construction completion date changed due to inability to do restoration concrete work during the winter.							

Hunter Mill Road and Lawyers Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	674	On-Hold	\$ 15.5M			NVTA Local	
District(s): Hunter Mill	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Askarzadeh, Negin		Design	Nov-17	Aug-19	
	Lead Agency:	Fairfax County Department of Transportation			TBD	TBD	
Scope: Replace intersection with roundabout, including 10-foot shared-use path and pedestrian crossings	FC Project No:	2G40-087-012		Land Acquisition	TBD	TBD	
	Program:			Utility Relocation	TBD	TBD	
	TPP No:	32		Construction	TBD	TBD	
	Other Project No:						
Project on hold until further funding is identified. Funding recommendations expected in spring 2019.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Hunter Mill Road Bridge over Difficult Run	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	674	On-Hold	\$.5M		\$.32M	Bridge, RSTP
District(s): Dranesville, Hunter Mill	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Harrell, William		Design	Sep-13	Jan-18
Scope: Replace temporary bridge with permanent structure	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000009		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:	UPC 102691				
Public hearing held on 6/17/15. The design concepts of the project have been approved by VDOT and Fairfax County. The bridge is currently in good condition and is not eligible for State of Good Repair (SGR) funding. The project is currently on hold, since SGR funding is only for bridges in poor condition and classified as structually deficient.						

Hunter Mill Road/Sunrise Valley Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	674	Construction	\$ 1.6M	\$ 1.4M	C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Lauretti, Francesco		Design	Feb-13	Sep-16
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-14	Jul-15
Scope: Install signalized pedestrian crosswalks, 5-foot concrete sidewalk, refuge islands, curb gutter, and 8-foot trail	FC Project No:	ST-000003-031		Utility Relocation	May-15	Nov-18 Mar-19
	TPP No:			Construction	Sep-18 Oct-18	Jun-19 Jul-19
	Other Project No:	PPTF01-03100				
	VDOT LUP received 9/13/16. Final construction package routed to UDCD for signature on 10/23/18. Anticipated construction task order award on 2/25/19. Dominion Energy street light relocation in progress. Schedule change due to longer than anticipated negotiations with contractor.					

I-66 from I-495 Capital Beltway to University Boulevard in Gainesville	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	66	Design-Build	\$ 3218M		\$ 3218M		Federal, State, Private	
District(s): Braddock, Hunter Mill, Providence, Springfield, Sully	Project Type:	Interstate	Schedule	Phase	Start Date	End Date		
	Project Manager:	Xiong, Yuqing		Design	Jul-14	Dec-16 Oct-19		
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD Apr-18	TBD		
Scope: 2 Express and 3 general purpose lanes in each direction, including rapid bus service, a parallel trail, and safety, operational, and interchange improvements	FC Project No:	DOT-000015		Utility Relocation	TBD Apr-18	TBD		
	Program:			Construction	Nov-17	Dec-22		
	TPP No:	3						
	Other Project No:	UPC 110741, 110496, 108491						
FCDOT provided comments on the IJR re-evaluation draft report for the 2040 traffic analysis in January 2019. Coordination in progress for evaluating other locations for maintenance facility and salt dome.								

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Isaac Newton Square West Sidewalk	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
		On-Hold	\$.375M		\$.375M	RSTP
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Harrell, William		Design	TBD	TBD
Scope: Construct 5-foot of concrete sidewalk on Isaac Newton Square West from Metro Center Drive to Isaac Newton Square South	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	AA1400101-13		Utility Relocation	TBD	TBD
	Program:	RMAG		Construction	TBD	TBD
	TPP No:					
	Other Project No:	RMAG-101; UPC 104294				
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Project located on private property. The property owner submitted a rezoning application and it is being negotiated. The County will seek pedestrian connectivity as part of the rezoning. Project on hold until development plans are finalized.						

Monroe Street Connector	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	666	Study	\$.1M		\$.1M	C & I	
District(s): Hunter Mill	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
Scope: Study will determine feasibility and constructability of a new road connection from Monroe Street to the Herndon-Monroe Park-and-Ride adjacent to Sunrise Valley Drive	Project Manager:	Abifadel, Gibran		Design	TBD Jun-18	TBD Oct-18	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA	
	FC Project No:	2G40-090-002		Utility Relocation	NA	NA	
	Program:			Construction	NA	NA	
	TPP No:	312					
Other Project No:							
Report for the study is finalized and meeting to be scheduled with Hunter Mill District in spring 2019.							

Monroe Street Walkway from Dulles Toll Road to Monroe Manor Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	666	Design	\$ 3M		\$ 1.5M	C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	Roberson, Jeanmarie		Design		Jun-17	Oct-20
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Nov-19	Jun-20
Scope: Provide 2,500 LF of walkway on east side of Monroe Street to complete missing links	FC Project No:	2G40-086-014		Utility Relocation		Jul-20	Jan-21
	Program:	HMSAMS		Construction		Feb-21	Dec-21
	TPP No:	190.13					
	Other Project No:						
Pre-final design is underway.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
New Dominion Parkway from Reston Parkway to Fairfax County Parkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	6363	Design	\$ 2M		\$ 2M	2014 Bonds
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Madhusudhan, Galappa		Design	Aug-18 TBD	Jan-21 TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	May-20 TBD	Nov-20 TBD
Scope: Reconstruct New Dominion Parkway with on-road bike lanes, reduced median width, and reduced lane widths from Fairfax County Parkway to Reston Parkway	FC Project No:	2G40-085-003		Utility Relocation	Dec-20 TBD	May-21 TBD
	Program:	RMAG		Construction	Jul-21 TBD	Mar-22 TBD
	TPP No:	189.13				
	Other Project No:					
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Conceptual design plans received on 9/14/18. Initiating conceptual engineering required to evaluate and refine project scope which is anticipated to be complete in summer 2019. Schedule to be determined at that time.						

North Shore Drive Walkway from east of North Shore Court to Sycamore Valley Court	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	4726	Design	\$ 1.85M		\$ 1.4M	C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct 5-foot concrete sidewalk along the south side of North Shore Drive	Project Manager:	Nabavi, Seyed		Design	Feb-17	Nov-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Feb-19	Oct-19	
	FC Project No:	2G40-088-027		Utility Relocation	Nov-19	Jul-20	
	Program:			Construction	Aug-20	Mar-21	
	TPP No:	155					
	Other Project No:						
Final design and project plats revision are in progress. Utility field inspection meeting is scheduled for 1/22/19. 9 out of 12 DRB applications that were sent on 9/26/18 have been signed by the property owners.							

Old Courthouse Road and Besley Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	677	Design	\$ 9.25M		\$ 3.3M	NVTA Local, 2014 Bonds	
District(s): Hunter Mill	Project Type:	Secondary Road	Schedule	Phase		Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design		Jul-15	Nov-20
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Jan-20	Sep-20
Scope: Realign Old Courthouse Road to eliminate sharp curve and relocate Besley Road intersection, including new bridge, bicycle lanes, and shared-use path	FC Project No:	5G25-059-007		Utility Relocation		Sep-20	Mar-21
	Program:			Construction		Apr-21	Jul-23
	TPP No:	35					
	Other Project No:						
Intermediate design is in progress. Contract amendment for stream restoration and relocation was approved on 12/13/18.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Old Courthouse Road Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	677	Design	\$ 1.2M		\$ 1.2M	C & I
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Aguayo, Vanessa		Design	Aug-15	Oct-18
	Lead Agency:	Town of Vienna		Land Acquisition	Oct-18	Jun-19
Scope: Trail on one side from Westbriar Drive/Fairway Drive northeast to Battery Park Street	FC Project No:	DOT-000021		Utility Relocation	Nov-19	May-20
	Program:	TMSAMS		Construction	Jun-20	Mar-21
	TPP No:	232				
	Other Project No:					
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12.Town of Vienna managing design, which is in final design phase. County LDS plan approval moving forward with ROW and utilities. Board approval for phase two (land acquisition and construction) on 12/4/18.						

Old Courthouse Road Walkway from Creek Crossing Road to Country Club Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	677	Land Acquisition	\$ 1.7M		\$.385M	Federal, C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct 5-foot concrete sidewalk along Old Courthouse Road	Project Manager:	Hojatzadeh, Max		Design	May-16	May-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Aug-18	Mar-19	
	FC Project No:	AA1400138-15		Utility Relocation	Apr-19 Aug-18	Jul-19	
	Program:	SRTS		Construction	Sep-19	Jun-20	
	TPP No:	307					
	Other Project No:	SRTS-138					
Funding via Safe Routes to School Grant. Utility relocation 30% completed. Land rights on 9 of 10 properties have been acquired.							

Plaza America Proffer Agreement (PA060J)	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	675	On-Hold	\$.225M		\$.225M	Proffer	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Chellappa, Smitha		Design	Feb-04	Oct-05	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-05	TBD	
Scope: 6 bus shelters , 2 benches, and 5 pads	FC Project No:	ST-000022-004		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:						
	Other Project No:	D00448-PA060J					
Proffer contribution for public transportation improvements. Land acquisition unsuccessful at eastbound Sunset Hills at Target site. Remaining proffer funds used to fund expanded transit service. No other available proffers deemed applicable. Will coordinate with district supervisor’s office regarding next steps.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule				
Reston Parkway/Dulles Toll Road Eastbound Off-Ramp and On-Ramp	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	602	Design	\$.75M		\$.5M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date		End Date
	Project Manager:	Lauretti, Francesco		Design	Jun-17	Feb-19 May-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA	
Scope: Intersection pedestrian improvements, including sidewalks, trails, and bike facility upgrades	FC Project No:	5G25-062-008		Utility Relocation	NA	NA	
	Program:	RMAG		Construction	Apr-19 Jun-19	Jun-20	
	TPP No:	189.08					
	Other Project No:						
Final design is in progress. Schedule change due to delay in receiving plans.							

Reston Parkway/Dulles Toll Road Westbound On-Ramp	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	602	Design	\$.6M		\$.25M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date		End Date
	Project Manager:	Lauretti, Francesco		Design	Jun-17		Feb-20
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Dec-18 May-19		Jul-19 Dec-19
Scope: Intersection pedestrian improvements, including sidewalks, trails, and bike facility upgrades	FC Project No:	5G25-062-007		Utility Relocation	TBD NA		TBD NA
	Program:	RMAG		Construction	Mar-20 Jan-20		May-21 Mar-21
	TPP No:	189.07					
	Other Project No:						
Final design is in progress. Schedule change due to delay in receiving plans.							

Route 7 from Reston Avenue to Jarrett Valley Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	7	Design-Build	\$ 314M		\$ 314M	NVTA Regional, Federal, SmartScale	
District(s): Dranesville, Hunter Mill	Project Type:	Primary Road	Schedule	Phase		Start Date	End Date
	Project Manager:	Chellappa, Smitha		Design		Jun-11	Feb-20
	Lead Agency:	Virginia Department of Transportation		Land Acquisition		May-19	Aug-20
Scope: Widen to 6 lanes	FC Project No:	DOT-000032		Utility Relocation		May-20	Sep-21
	Program:			Construction		Mar-19 May-19	Jul-24
	TPP No:	271					
	Other Project No:	UPC 52328, 99478, 106917					
Group of community, BOS staff, and state/local government agency stakeholders established, and periodic coordination meetings continue. CTB award and NTP to the design-build contractor in July 2018. Design on-going. Construction is anticipated to begin in May 2019. Community meeting scheduled for spring 2019.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 7 Walkway North Side under Route 123	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	7	Complete	\$ 2.304M	\$ 2.304M	CMAQ	
District(s): Hunter Mill, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Approximately 1,100 LF of sidewalk on the north side of Route 123 under the Route 123 interchange	Project Manager:	Hojatzadeh, Max		Design	Apr-13	Jun-16
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	AA1400069-12		Utility Relocation	Jul-17	Nov-17
	Program:	DCBPA		Construction	Jan-17	Sep-18 Oct-18
	TPP No:					
	Other Project No:	DCBPA-069; UPC 103280				
Construction substantially complete 10/24/18. Ribbon cutting ceremony held on 1/3/19.						

Route 7 Walkway South Side under Route 123	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	7	Complete	\$ 2.405M		\$ 2.405M	CMAQ	
District(s): Hunter Mill, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Hojatzadeh, Max		Design	Apr-13	May-16	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA	
Scope: Approximately 800 LF of sidewalk on the south side of Route 7 under the Route 123 interchange	FC Project No:	AA1400070-12		Utility Relocation	Jul-17	Nov-17	
	Program:	DCBPA		Construction	Jan-17	Sep-18 Aug-18	
	TPP No:						
	Other Project No:	DCBPA-070; UPC 103281					
Construction substantially completed ahead of schedule on 8/24/18. Ribbon cutting ceremony held on 1/3/19.							

Route 7/Route 123 Interchange (Study Only)	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	7	Study	\$.35M		\$.35M	C & I	
District(s): Hunter Mill, Providence	Project Type:	Primary Road	Schedule	Phase		Start Date	End Date
	Project Manager:	Borkowski, Tad		Design		Sep-12	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		NA	NA
Scope: Conceptual design and traffic operations study to determine future interchange configuration or at-grade intersection configuration	FC Project No:	2G40-035-002		Utility Relocation		NA	NA
	Program:			Construction		NA	NA
	TPP No:						
	Other Project No:						
Evaluating a two-quadrant intersection with and without the cap (i.e., elevated pedestrian plaza), and a continuous flow intersection with cap. Analyzing land use and roadway connectivity for potential Bus Rapid Transit in Tysons in relation to the intersection alternatives. Preferred option analysis and 15% design should be completed by the end of 2019, dependent on final stakeholder outreach plan that is being finalized and anticipated to occur in spring 2019.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Soapstone Drive Overpass	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	4720	Project Initiation	\$ 169.24M		\$ 13.15M	NVTA Local, RSTP
District(s): Hunter Mill	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Bandy, Audra		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Construct a 4-lane roadway over the Dulles Toll Road from Sunrise Valley Drive to Sunset Hills Road, including pedestrian, bicycle, and transit facilities	FC Project No:	2G40-078-000		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	15				
	Other Project No:					
The recommended (hybrid) alternative was approved by the Board of Supervisors on 5/13/14. FCDOT completed additional architectural analysis for the environmental assessment, as directed by Virginia Department of Historic Resources in fall 2018. FCDOT anticipates hiring consultant to begin work on the section 106 and section 4(f) environmental requirements process in spring 2019.						

Soapstone Drive Walkway from South Lakes Drive to Snakenen Branch	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	4720	Project Initiation	\$ 1.2M		\$ 1.2M	C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Construct walkway on westside of Soapstone Drive	FC Project No:	2G40-088-051		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	173					
	Other Project No:						
Anticipate starting scoping and initial coordination in spring 2019.							

South Lakes Drive Walkway from Greenkeepers Court to Sunrise Valley Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	5329	Design	\$ 1.6M		\$ 3.65M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Hojatzadeh, Max		Design	May-17	Feb-20 Apr-20	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Apr-19 Aug-19	Dec-19 Mar-20	
Scope: Install walkway: Section 1- Greenskeepers Ct. to Soapstone Dr., Section 3-Whisperwood Glen Rd. to Ridge Heights Rd., Section 4-Harbor Ct. to Twin Branches Rd.	FC Project No:	5G25-060-039		Utility Relocation	TBD	TBD	
	Program:			Construction	May-20	Mar-21	
	TPP No:	175					
	Other Project No:						
Final design is in progress. DRB application and project information submitted to property owner and property management company for signature on 12/18/18. Received 6 of 7 signed applications. Final plans will be submitted to VDOT in March 2019. Presentation to DRB will be in June or July 2019.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Sunrise Valley Drive from Fairfax County Parkway to Innovation Station	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	5320	Design	\$ 6.1M	\$ 5M	C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Roberson, Jeanmarie		Design	Nov-17 TBD	TBD
Scope: Reconstruct Sunrise Valley Drive from Innovation Station to Fairfax County Parkway to provide on-road bike lanes by narrowing median and travel lane widths	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-086-015		Utility Relocation	NA	NA
	Program:	HMSAMS		Construction	TBD	TBD
	TPP No:	190.14				
	Other Project No:					
Initiating conceptual engineering required to evaluate and refine project scope which is anticipated to be complete in summer 2019. Schedule to be determined at that time.						

Sunrise Valley Drive from Reston Parkway to Fairfax County Parkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	5320	Design	\$ 1.6M		\$ 1.6M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Narrow median between Reston Pkwy and Fairfax County Pkwy to provide buffered bike lanes in each direction from Glade Dr. to Edmund Halley Dr.	Project Manager:	Hojatzadeh, Max		Design	Oct-17 TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
	FC Project No:	5G25-062-016		Utility Relocation	TBD	TBD	
	Program:	RMAG		Construction	TBD	TBD	
	TPP No:	189.16					
	Other Project No:						
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Initiating conceptual engineering required to evaluate and refine project scope which is anticipated to be complete in summer 2019. Schedule to be determined at that time.							

Sunrise Valley Drive from Reston Parkway to Soapstone Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	5320	Design	\$ 9.1M		\$ 1.5M		C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date
	Project Manager:	Shahnaj, Sonia		Design		Mar-18		TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD		TBD
Scope: Install separated bike lanes and a pedestrian facility on the north side of Sunrise Valley Drive	FC Project No:	2G40-085-002		Utility Relocation		TBD		TBD
	Program:	RMAG		Construction		TBD		TBD
	TPP No:	189.04						
	Other Project No:							
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Intermediate design is in progress. Current design work includes up to pre-final design to determine exact scope of project, limits of disturbance, and utility impacts. Final design will be initiated and project schedule will be determined once pre-final design is complete.								

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Sunrise Valley Drive Sidewalk	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	5320	Utility Relocation	\$ 2.678M		\$ 2.728M	RSTP
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Hojatzadeh, Max		Design	Aug-13	Sep-18 Nov-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Mar-16	Aug-18 Oct-18
Scope: Construct 5-foot concrete sidewalk on south side of Sunrise Valley Drive between Glade Drive and Reston Parkway	FC Project No:	AA1400100-13		Utility Relocation	Aug-18 Oct-18	Dec-18 Mar-19
	Program:	RMAG		Construction	Mar-19 Jun-19	Dec-19
	TPP No:	189.05				
	Other Project No:	RMAG-100; UPC 107438				
Final design plan approved on 10/1/18. Land acquisition completed 10/18/18. Underground utility relocations in progress. VDOT permit received on 12/17/18. VPDES permit received 1/10/19. VDOT construction authorization package submitted 1/22/19.						

Sunrise Valley Drive Walkway from Hitchcock Drive to Colts Brook Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	5320	Design	\$.725M		\$.5M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct 6-foot asphalt walkway on north side of Sunrise Valley Drive	Project Manager:	Shahnaj, Sonia		Design	Jun-18	Jan-21	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	May-20	Dec-20	
	FC Project No:	5G25-060-040		Utility Relocation	TBD	TBD	
	Program:			Construction	Jun-21	Apr-22	
	TPP No:	176					
	Other Project No:						
Utility designation received on 10/23/18. Intermediate design is in progress.							

Sunrise Valley Drive Walkway North Side from Soapstone Drive to South Lakes Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	5320	Utility Relocation	\$ 1.765M		\$ 2.212M	CMAQ, RSTP	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Upgrade approximately 4,500 LF of an existing asphalt sidewalk to a 10-foot shared-use path on north side of Sunrise Valley Drive	Project Manager:	Lauretti, Francesco		Design	Sep-12	Jan-18	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jul-16	Aug-17	
	FC Project No:	AA1400074-12		Utility Relocation	Jan-15	Nov-18 Jun-19	
	Program:	DCBPA		Construction	Jan-19 Apr-19	Jan-20 Apr-20	
	TPP No:						
Other Project No:	DCBPA-074; UPC 103285						
VPDES permit received 1/10/19. Revised plans resubmitted to VDOT 10/5/18. Underground utility relocations are in progress. Construction documents submitted to VDOT 2/12/19 for construction authorization. Project completion date changed due to additional coordination with utility relocations. Project construction is bundled with Project AA1400073-12, Sunrise Valley Drive Sidewalk South Side.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Sunrise Valley Drive Walkway South Side from Soapstone Drive to South Lakes Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	5320	Utility Relocation	\$ 1.429M	\$ 1.374M	CMAQ, RSTP	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Lauretti, Francesco		Design	Sep-12	Aug-17
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jun-16	Jan-17
Scope: Approximately 5,000 LF of 5 to 7-foot concrete sidewalk on south side of Sunrise Valley Drive	FC Project No:	AA1400073-12		Utility Relocation	Jan-15	Nov-18 Jun-19
	Program:	DCBPA		Construction	Jan-19 Apr-19	Jan-20 Apr-20
	TPP No:					
	Other Project No:	DCBPA-073; UPC 103284				
Revised plans resubmitted to VDOT 10/5/18. Underground utility relocations are in progress. Construction documents submitted to VDOT 2/12/19 for construction authorization. Project completion date changed due to additional coordination with utility relocations. Project construction is bundled with Project AA1400074-12, Sunrise Valley Drive Sidewalk on north side.						

Sunrise Valley Drive/Edmund Halley Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	5320	On-Hold	\$.25M		\$.25M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
Scope: Install signalized crosswalks	Project Manager:	Abifadel, Gibran		Design		Jul-16	TBD
	Lead Agency:	Virginia Department of Transportation		Land Acquisition		NA	NA
	FC Project No:	5G25-062-005		Utility Relocation		TBD	TBD
	Program:	RMAG		Construction		TBD	TBD
	TPP No:	189.05					
	Other Project No:						
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Scoping completed and forwarded to VDOT in March 2016 to be constructed by Signal Rebuild Program. Coordinating with VDOT, Capital Rail Constructors (CRC), and project AA1400100-13, Sunrise Valley Drive Sidewalk, to develop a construction schedule and project designs so the multiple projects do not overlap. Project temporarily on hold as a result.							

Sunrise Valley Drive/Monroe Street	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	5320	Design	\$.1M		\$.1M	C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	Delmare, Lauren		Design		NA	NA
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		NA	NA
Scope: Improve signalized crosswalks	FC Project No:	2G40-086-003		Utility Relocation		NA	NA
	Program:	HMSAMS		Construction		NA	NA
	TPP No:	190.01					
	Other Project No:						
Project scoping completed and forwarded for design. Project incorporated into Monroe Street Walkway from Dulles Toll Road to Monroe Manor Drive project, Project No. 2G40-086-014.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Sunrise Valley Drive/Reston Association Entrance	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	5320	Construction	\$.1M		\$.1M	2014 Bonds
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Zahirieh, Shahla		Design	Jun-17	Oct-18
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Nov-17	Oct-18
Scope: Provide pedestrian crosswalk on the east leg of the intersection	FC Project No:	5G25-062-014		Utility Relocation	NA Nov-18	NA Mar-19
	Program:	RMAG		Construction	TBD Nov-18	TBD Aug-19
	TPP No:	189.17				
	Other Project No:					
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. This project will be designed and constructed by the VDOT Signal Rebuild team. County prepared survey, plats, and acquired the land rights. Land acquisition completed 10/18/18. List of the acquired land rights and plats to VDOT 10/18/18. Project is currently under construction.						

Sunset Hills Road Eastbound Ramp/Fairfax County Parkway Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	675	Design	\$.45M		\$.5M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Provide a crosswalk at the on-ramp from Sunset Hills Road to the Fairfax County Parkway and extend the shared-use path 130 LF	Project Manager:	Lauretti, Francesco		Design	May-17	Jan-19 May-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA	
	FC Project No:	2G40-086-018		Utility Relocation	NA	NA	
	Program:	RMAG		Construction	Mar-19 Jul-19	Jun-20 Oct-20	
	TPP No:	189.10					
	Other Project No:						
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Final plans in progress. Project completion date changed due to revisions to plans to address VDOT comments.							

Sunset Hills Road Walkway from Old Reston Avenue to Reston Parkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	675	Construction	\$.85M		\$.5M		C & I	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date		
Scope: Approximately 315 LF of sidewalk along the north side of Sunset Hills Road	Project Manager:	Madhusudhan, Galappa		Design	Nov-15	Oct-18 Nov-18		
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-17	Aug-18		
	FC Project No:	2G40-088-009		Utility Relocation	Jun-18 Oct-18	Nov-18 Jan-19		
	Program:			Construction	Dec-18 Jan-19	Jul-19		
	TPP No:	177						
	Other Project No:							
VDOT permit recieved 11/27/18. Final construction package submitted to UDCD on 1/25/19. Guy wire adjustments in progress. Mylar cover sheet signed 1/16/18.								

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule				
Sunset Hills Road/Discovery Street	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	675	Construction	\$.09M		\$.15M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date		End Date
	Project Manager:	Zahirieh, Shahla		Design	Jul-16	TBD Jan-19	
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Oct-17	Sep-18 Dec-18	
Scope: Provide crosswalk on the east leg of the intersection	FC Project No:	5G25-062-006		Utility Relocation	NA	NA	
	Program:	RMAG		Construction	TBD Feb-19	TBD Aug-19	
	TPP No:	189.06					
	Other Project No:						
This project will be designed and constructed by the VDOT Signal Rebuild team. County prepared survey, plats, and acquired the land rights. Land acquisition completed 12/7/18. List of the acquired land rights and plats to VDOT 12/7/18. VDOT initiating construction work.							

Sunset Hills Road/Old Reston Avenue	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	675	Project Initiation	\$.85M		\$.25M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Add signalized crosswalks	Project Manager:	TBD, To Be Determined		Design	NA	NA	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA	
	FC Project No:	5G25-062-003		Utility Relocation	NA	NA	
	Program:	RMAG		Construction	NA	NA	
	TPP No:	189.02					
	Other Project No:						
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Scoping completed and forwarded for design. Project has been incorporated into the Sunset Hills Road Walkway from Old Reston Avenue to Reston Parkway project, Project No. 2G40-088-009.							

Sunset Hills Road/Town Center Parkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	675	Construction	\$.691M		\$.666M	RSTP	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Zahirieh, Shahla		Design	Aug-13	Aug-16	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-15	Jun-16	
Scope: Pedestrian intersection improvements	FC Project No:	AA1400099-13		Utility Relocation	NA	NA	
	Program:	RMAG		Construction	Aug-18	Jun-19 May-20	
	TPP No:						
	Other Project No:	RMAG-099; UPC 107437					
At a coordination meeting with VDOT and developer on 8/2/17, it was decided the County will begin the work when the adjoining construction is completed. Due to another developer's projects at the intersection of Sunset Hills Road and Town Center Parkway, the construction plans need to be revised for permit revision. Schedule adjusted due to additional time needed for permit revision.							

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Town Center Parkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	7414	Construction	\$ 8.7M		\$ 8.7M	C & I
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Bandy, Audra		Design	NA	NA
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
Scope: Underpinning of the Silver Line west of Reston Town Center Station for future Town Center Parkway Underpass	FC Project No:	AA1400103-13		Utility Relocation	NA	NA
	Program:	RMAG		Construction	Jan-16	Aug-19
	TPP No:	14				
	Other Project No:	RMAG-103				
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Conceptual design of the bridge structure that will carry the Metrorail over future Town Center Parkway complete. MWAA issued change order, and the project is being constructed with the Dulles Metrorail Phase 2 project. Coordinating with VDOT on alternative analysis of roadway alignment, and developing agreement. VDOT is initiating the project to complete an alternative analysis of the roadway alignment.						

Town Center Parkway from Sunset Hills Road to Baron Cameron Avenue	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	7414	Design	\$ 1.8M		\$ 1.8M	2014 Bonds	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct on-road bike lanes by reducing median and lane widths	Project Manager:	Zahirieh, Shahla		Design	Mar-18 TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
	FC Project No:	2G40-085-006		Utility Relocation	TBD	TBD	
	Program:	RMAG		Construction	TBD	TBD	
	TPP No:	189.15					
	Other Project No:						
Preliminary design plans received 7/16/18. Utility designations received 9/10/18. Final design proposal was received on 10/8/18. Initiating conceptual engineering required to evaluate and refine project scope which is anticipated to be complete in summer 2019. Schedule to be determined at that time.							

Town Center Parkway/W&OD Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	7414	On-Hold	\$.5M		\$.5M		2014 Bonds		
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
	Project Manager:	Zahirieh, Shahla		Design		Mar-17		TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD		TBD	
Scope: Construct 10-foot shared-use path from the existing sidewalk along Town Center Parkway to the existing Washington and Old Dominion Trail	FC Project No:	5G25-062-013		Utility Relocation		TBD		TBD	
	Program:	RMAG		Construction		TBD		TBD	
	TPP No:	189.14							
	Other Project No:								
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. NTP letter 3/8/17. Project is currently on hold to respond to neighboring HOA request concerning the trail location. FCDOT Site Analysis Section met with the developer, JBG, on 1/25/18. According to this meeting, JBG will provide a pedestrian access located south of W&OD Trail through redevelopment of their site.									

Hunter Mill District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Vesper Court Trail	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Complete	\$ 2.37M	\$ 2.458M	RSTP, CMAQ	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Dresser, John		Design	Aug-13	Sep-16
Scope: Construct 2,018 LF of multi-purpose trail from Vesper Court to Leesburg Pike	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	May-16	May-16
	FC Project No:	AA1400120-13		Utility Relocation	NA	NA
	Program:	TMSAMS		Construction	Apr-17	Oct-18 Jan-19
	TPP No:					
	Other Project No:	TMSAMS-120; UPC 106936; 3838-029-236				
Construction substantially complete 1/25/19. Ribbon cutting ceremony scheduled for 3/1/19.						

Wiehle Avenue/Washington/Old Dominion (W&OD) Trail Phase II	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	828	Design	\$ 12.399M		\$ 11.545M	RSTP, CMAQ	
District(s): Hunter Mill	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Ruffner, Scott		Design	Nov-14	Feb-20 Sep-20	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Dec-18 Jul-19	Dec-19 Jul-20	
Scope: Construct pedestrian/bicycle grade separated crossing	FC Project No:	AA1400102-13		Utility Relocation	Jan-20 Aug-20	Jul-21 Apr-22	
	Program:	RMAG		Construction	Jun-21 Jan-22	Oct-22 Jun-23	
	TPP No:						
	Other Project No:	RMAG-102; UPC 104294; 9999-029-098					
	Second pre-final plans are in progress. Utility relocation designs are in progress. Coordination with Isaac Newton Square developer to provide a pedestrian connection to their site is in progress. Project schedule adjusted to allow more time for utility design and coordination with the Isaac Newton Square developer. Developer willing to provide land rights at no cost to County, if adjustments are made to project.						

Lee District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Backlick Road and Industrial Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	617	Project Initiation	\$ 4M		\$ 4M	TBD
District(s): Lee, Mason	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	TBD	TBD
Scope: Construct a left turn lane on Backlick Road, including pedestrian improvements along northbound side of Backlick Road between Hechinger Drive and Industrial Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-087-010		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	21				
	Other Project No:					
Proposal review and negotiation is in progress. Survey is in progress. Schedule to be developed upon completion of survey which is expected in April 2019.						

Browne Academy Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
		Project Initiation			\$.4M	C & I	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	TBD, To Be Determined		Design		TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD	TBD
Scope: Construct trail at Browne Academy from Edgehill Court to Dewey Drive	FC Project No:	2G40-088-040		Utility Relocation		TBD	TBD
	Program:			Construction		TBD	TBD
	TPP No:	97					
	Other Project No:						
Anticipated starting scoping and initial coordination in spring 2019.							

Cinder Bed Road Bikeway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	637	Design	\$ 4M		\$ 1.5M	Federal, Local, LCM	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Pedestrian and bicyclist access improvements along Cinder Bed Road from Barry Road to Newington Road	Project Manager:	Fasceski, Jeff		Design	Feb-18	May-22	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Dec-20	Aug-21	
	FC Project No:	AA1400137-15		Utility Relocation	Aug-21	Jan-22	
	Program:			Construction	Sep-22	Nov-23	
	TPP No:	109					
	Other Project No:	UPC 106143; EN 14-029-107, P101, R201, C501					
Design is in progress. Additional survey is in progress.							

Lee District Project Report for February 2019

Project	Status and Details		Funding and Schedule				
Fairfax County Parkway/Terminal Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	3726	Design	\$ 1.5M		\$ 1.5M	NVTALocal	
District(s): Lee, Mount Vernon	Project Type:	Secondary Road	Schedule	Phase	Start Date		End Date
	Project Manager:	Ruffner, Scott		Design	TBD		TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD		TBD
Scope: Addition of left turn lane on eastbound Terminal Road at the intersection of Fairfax County Parkway	FC Project No:	2G40-087-020		Utility Relocation	TBD		TBD
	Program:			Construction	TBD		TBD
	TPP No:	27.03					
	Other Project No:						
Survey ordered on 10/30/18. Design contract finalized on 1/14/19. Schedule to be developed upon completion of survey which is expected in winter 2019.							

Fleet Drive Walkway from Yadkin Court to South of Franconia Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	635	Bid Advertisement	\$ 2M		\$ 1.25M	2014 Bonds	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Approximately 1,300 LF of sidewalk and curb and gutter along the east side of Fleet Drive	Project Manager:	Ruffner, Scott		Design	Jul-15	Dec-18 Nov-18	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Feb-18	Jul-18	
	FC Project No:	5G25-060-027		Utility Relocation	Oct-18 May-18	Apr-19	
	Program:			Construction	Feb-19 Mar-19	Oct-19 Dec-19	
	TPP No:	119					
	Other Project No:						
VDOT permit received on 11/30/18. Draft construction package sent to UDCD on 1/25/19. Right-of-Entry Application sent to CSX on 1/25/19. Schedule adjusted to allow additional time for construction.							

Franconia Road/Westchester Street	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	644	Bid Advertisement	\$.3M		\$.3M	C & I	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Median extension and pedestrian crossing with median refuge on Franconia Road at Westchester Street and left turn lane on Franconia Road at Bush Hill Drive	Project Manager:	Beall, James		Design	Apr-16	Dec-18 Nov-18	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Apr-18	Jun-18	
	FC Project No:	2G40-088-022		Utility Relocation	NA	NA	
	Program:			Construction	Jan-19 Apr-19	Jun-19 Sep-19	
	TPP No:	122					
	Other Project No:						
LAD completion memo received 6/14/18. VDOT permit received 11/30/18. Construction authorization package in progress. District office has requested additional meeting with residents before authorizing construction. Meeting scheduled for 3/27/19.							

Lee District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Franconia-Springfield Metrorail Station/VRE Enhanced Bicycle Parking	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	289	On-Hold	\$.13M		\$.13M	C & I
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	TBD	TBD
Scope: Install covered bicycle parking	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	ST-000037-006		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	123				
	Other Project No:					
Met with VRE April 2016. Informed of upcoming third rail project which may close area during construction. Project on hold pending plans for Atlantic Gateway expansion of CSX three train tracks. Bike parking constructed in July 2017 for 12 bikes. Staff will monitor of bike parking in spring 2019 to determine if additional temporary parking equipment is needed.						

Franconia-Springfield Parkway from Spring Village Drive to Ridgeway Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	7900	Design	\$.8M		\$.5M	C & I	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date		End Date
Scope: Construct approximately 625 LF of 10-foot wide shared-use path on north side of Franconia-Springfield Parkway	Project Manager:	Madhusudhan, Galappa		Design	Oct-17		May-20
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA		NA
	FC Project No:	2G40-088-066		Utility Relocation	TBD		TBD
	Program:			Construction	Jul-20		Apr-21
	TPP No:	228					
	Other Project No:						
Pre-final design is in progress. Utility field inspection meeting tentatively set for March 2019. Test holes ordered 10/9/18. NTP for video inspection issued on 11/1/18.							

Frontier Drive from Franconia-Springfield Parkway to Loisdale Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	2677	Design	\$ 116M		\$ 35M	NVTA Regional	
District(s): Lee	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Moreland, Karyn		Design	Mar-16	Apr-19	
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Extend Frontier Drive, including improvements to circulatory system around Franconia-Springfield Metrorail Station and Franconia-Springfield PW ramps	FC Project No:	DOT-000008		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	16					
	Other Project No:	UPC 106742					
Current contract for design approval only. Schedule shown for design approval only. Phase two of project will require a separate contract when the project delivery method will be determined. Project coordination meetings held with WMATA in April and November 2018. Construction initiation anticipated in 2021.							

Lee District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
I-95 Northbound Directional Off-Ramp to Northbound Fairfax County Parkway	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	95	On-Hold	\$ 81M	\$ 4.193M	Federal	
District(s): Lee, Mount Vernon	Project Type:	Interstate	Schedule	Phase	Start Date	End Date
	Project Manager:	Askarzadeh, Negin		Design	Oct-11	Mar-17
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	NA	NA
Scope: From I-95 Exit 166 for Route 286 northbound, to 0.6 miles west of Exit 166 (PE only)	FC Project No:	DOT-000019		Utility Relocation	NA	NA
	Program:			Construction	NA	NA
	TPP No:	4				
	Other Project No:	UPC 93033				
Funding for design only. Preliminary design completed. Submitted application for House Bill 2 (HB2) funding in July 2016, but project was not selected for funding. VDOT held a public hearing in September 2016. Board endorsed public hearing plans on 3/14/17. Upon completion of necessary design documents, VDOT plans to submit the public hearing plans to VDOT’s Central Office for design approval. No additional funds are available. Final plans will be developed once additional funding is identified.						

Jefferson Manor Improvements Phase IIIA	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	1614	Design	\$ 3.75M		\$ 4M	2007 Bonds	
District(s): Lee	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Turner, Latesa		Design	Mar-15	Dec-18 Apr-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-17	Aug-18	
Scope: Infrastructure reconstruction on Albemarle Drive in Jefferson Manor	FC Project No:	2G25-097-000		Utility Relocation	Jul-18	Feb-19 Jun-19	
	Program:			Construction	Feb-19 May-19	Nov-19 Apr-20	
	TPP No:	220					
	Other Project No:						
Final plans distributed for review on 1/28/19. Utility relocations (Washington Gas and Fairfax Water) are in progress. Schedule adjusted due to additional time required for land acquisition completion, final design plan submittal, and completion of utility relocations.							

Memorial Street/Donora Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	1401	Project Initiation	\$.25M		\$.18M	C & I & Proffer	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Shahnaj, Sonia		Design	TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Construct crosswalk with median refuge on east leg of Memorial Street, curb bulb out and, crosswalk on Donora Drive	FC Project No:	2G40-088-077		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	657					
	Other Project No:						
Task order proposal was approved and NTP issued on 12/14/18. Survey notification letters sent on 11/13/18. Survey requested on 11/13/18. Schedule to be determined after survey is complete which is expected in March 2019.							

Lee District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
NVCC Medical Education Campus	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Cancelled	\$.21M	\$.21M	2014 Bonds	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Bicycle and pedestrian improvements from campus located off Springfield Center Dr. to Franconia-Springfield Metrorail Station and activity centers	Project Manager:	Wells, Chris		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	ST-000037-007		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	138				
Other Project No:						
Project overtaken by Transportation Security Administration development that will include bicycle and pedestrian improvements. Frontier Drive extension project will also provide pedestrian improvements in this area.						

Richmond Highway Bus Rapid Transit (BRT)	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	1	Design	\$ 735M		\$ 307M	NVTA, CMAQ, RSTP	
District(s): Lee, Mount Vernon	Project Type:	Transit	Schedule	Phase	Start Date		End Date
	Project Manager:	Aguayo, Vanessa		Design	TBD May-18		TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD		TBD
Scope: Implementation of BRT on Richmond Highway from Huntington Metrorail Station to Fort Belvoir	FC Project No:	2G40-114-000		Utility Relocation	TBD		TBD
	Program:			Construction	TBD		TBD
	TPP No:						
	Other Project No:						
Public meeting held 1/23/19. Environmental documentation, 20% design, survey, branding, travel demand and ridership models, and maintenance facility evaluation underway. Phase I (Huntington to Hybla Valley) completion scheduled for 2026. Phase II (Hybla Valley to Fort Belvoir) completion scheduled for 2028.							

Richmond Highway from Mount Vernon Memorial Highway to Napper Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	1	Design	\$ 372M		\$ 177.8M	RSTP, NVTA Regional, Revenue Sharing	
District(s): Lee, Mount Vernon	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Hamidi, AJ		Design	Jul-16	Dec-22	
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Apr-19 Jun-19	Jun-21 Nov-22	
Scope: Widen Richmond Highway from 4 to 6 lanes	FC Project No:	DOT-000023		Utility Relocation	Dec-20 Jun-20	Dec-22	
	Program:			Construction	Apr-23	Nov-25 Aug-26	
	TPP No:	60					
	Other Project No:	UPC 107187					
The National Environmental Policy Act (NEPA) Public Hearing and PIM #4 were held jointly on 10/29/18. VDOT presented potential underpass concepts at two bridges and sought public reaction. VDOT is developing responses to the NEPA environmental comments. The Design Public Hearing is scheduled for 3/26/19. Schedule adjusted due to delayed survey acquisition and refinements in the design intended to reduce ROW impacts and address stakeholder comments.							

Lee District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 1 Southbound from Collard Street and Holly Hill Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	1	Project Initiation	\$ 3M		\$ 2.995M	2014 Bonds
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Shahnaj, Sonia		Design	Jun-18	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Construct 5-foot concrete sidewalk along southbound Route 1 from Collard Street to Holly Hill Road	FC Project No:	5G25-061-033		Utility Relocation	TBD	TBD
	Program:	RHPTI		Construction	TBD	TBD
	TPP No:	188.06				
	Other Project No:					
Survey was completed on 12/13/18. Coordinating with Richmond Highway 1 BRT project. A scope review meeting was held on 1/23/19. Preparing project estimate for further scope evaluation. Schedule to be determined upon completion of scope evaluation which is expected in March 2019.						

Route 1/Fordson Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	1	Design	\$.15M		\$.137M	2014 Bonds	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Hojatzadeh, Max		Design	May-18	Mar-19 Jan-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA	
Scope: Construct approximately 30 LF of 5-foot concrete sidewalk in southwest corner of Route 1 at Fordson Road intersection to complete missing link	FC Project No:	5G25-061-035		Utility Relocation	TBD	TBD	
	Program:	RHPTI		Construction	Apr-19 Mar-19	Sep-19 Aug-19	
	TPP No:	188.08					
	Other Project No:						
Final plan completed. Project will be constructed under countrywide permit. Permit application being prepared.							

Shields Avenue Improvements Alignment Study	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	241	Study	\$ 4.2M		\$ 4.2M	2014 Bonds	
District(s): Lee	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Qi, Maggie		Design	Aug-17	Dec-18 Jun-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Analysis on the future alternatives not to preclude future BRT operations	FC Project No:	5G25-059-009		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	270					
	Other Project No:						
Project is included in the 2014 Transportation Bond Referendum which voters approved in November 2014. Updated traffic projections using latest travel demand model and land use assumptions. Future alternatives traffic analysis is ongoing. Expect to complete scoping and forward for design in spring 2019. Schedule adjusted because additional coordination required for Route 1 Embark, Route 1 BRT, and Shields Avenue realignment efforts and travel demand modeling.							

Lee District Project Report for February 2019

Project	Status and Details		Funding and Schedule				
South Van Dorn Street/Franconia Road Walkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	613	Design	\$.375M		\$.4M	2014 Bonds	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date		End Date
Scope: Construct approximately 430 LF of sidewalk along the west side of South Van Dorn Street and south of Franconia Road, including new bus stop pad and curb ramps	Project Manager:	Beall, James		Design	Dec-15	Jan-19	Feb-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jan-18	Jul-18	
	FC Project No:	5G25-060-018		Utility Relocation	Sep-18	Oct-18	
	Program:			TBD	TBD		
	TPP No:	353		Construction	Jan-19	Jul-19	
	Other Project No:				Apr-19		
Utility conflicts resolved. Third final plan submittal to VDOT on 12/21/18; received all comments except Hydraulics on 1/23/19.							

Springfield CBC Commuter Parking Garage	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
		Land Acquisition	\$ 63.81M	\$ 63.81M		C & I, FTA, CMAQ	
District(s): Lee	Project Type:	Transit	Schedule	Phase	Start Date	End Date	
Scope: Multimodal facility, including transit center, commuter parking, carpool accommodations, bicycle and pedestrian facilities, and public amenities	Project Manager:	Luo, Caijun		Design	Sep-14	Mar-18	
	Lead Agency:	Capital Facilities, DPWES		Land Acquisition	Mar-18	Mar-19 May-19	
	FC Project No:	DOT-000044		Utility Relocation	Jul-19 Aug-19	Feb-22 Jul-22	
	Program:			Construction	Jul-19 Aug-19	Feb-22 Jul-22	
	TPP No:						
	Other Project No:	ST-000033; UPC 106274					
100% Construction Documents distributed to VDOT and County agencies for review on 10/10/18. Review meetings held on 12/4/18 for County comments and on 12/12/18 for VDOT comments. Second site plan submission to LDS was made on 12/8/18, and review in progress. Revised appraisal sent to owner on 12/8/18 and negotiations are in progress. Public hearing for eminent domain scheduled on 3/19/19. Schedule adjusted because of additional time required for land acquisition and to match updated construction duration.							

Telegraph Road Walkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	611	Land Acquisition	\$ 6M		\$ 4M	2007 Bonds	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Pedestrian improvements and approximately 3,500 LF of 4-foot bike lane along east side of Telegraph Road from South Kings Highway to Lee District Park	Project Manager:	Ayers, Robert		Design	Jun-11	Oct-18 Apr-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-17	Oct-18 Mar-19	
	FC Project No:	ST-000021-023		Utility Relocation	Mar-18	Nov-18 Aug-19	
	Program:			Construction	Nov-18 May-19	Feb-20 Mar-20	
	TPP No:						
	Other Project No:	4YP201-PB023					
Final design in progress. All comments received. Land rights on 6 of 7 properties acquired. GSA park encroachment plat and tree loss count in process. Schedule adjusted due to partial Federal government shutdown. Utility work: Dominion waiting on GSA approval/permit, and MCI cable relocation underway. Signal Plan approved. Have received LDS approval on SWM and VDOT approval of maintenance of traffic plan in May 2018. Final comment resolution to VDOT on 2/4/19.							

Lee District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Telegraph Road Walkway Phase I from Pike Road to Rose Hill Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	611	Design	\$ 1.8M	\$ 2.1M	2014 Bonds	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	El Kaissi, Mohamad		Design	Oct-15	Jan-19 May-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	May-18	Dec-18 Feb-19
Scope: Install 1,235 LF of 5-foot sidewalk to fill in missing links, including crosswalks and curb ramps	FC Project No:	ST-000036-014		Utility Relocation	Jan-19	Jun-19
	Program:			Construction	May-19 Jul-19	Mar-20 May-20
	TPP No:	180				
	Other Project No:					
Final design is complete. Land acquisition public hearing 1/22/19. Land acquisition completed 2/28/19. Overhead utility relocation (Dominion Energy, Verizon, and Cox) is required within existing right of way. Schedule was revised due to additional negotiations with property owners.						

Telegraph Road Walkway Phase II from Pike Road to Wilton Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	611	On-Hold	\$ 3.625M			2014 Bonds	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date		End Date
Scope: Construct 5-foot of concrete sidewalk to fill in missing links, including crosswalks and curb ramps	Project Manager:	Bandy, Audra		Design	TBD		TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD		TBD
	FC Project No:	ST-000036-017		Utility Relocation	TBD		TBD
	Program:			Construction	TBD		TBD
	TPP No:	180					
	Other Project No:						
FCDOT is coordinating with DPWES and VDOT on two creek restoration projects that will impact the sidewalk design. Also, DPWES is working with VDOT on a request to maintain a retaining wall along the creek. DPWES has completed a value engineering study for the creek restoration. Creek restoration and construction is tentatively scheduled to begin in spring 2019. Project is on hold until the creek restoration is complete.							

Telegraph Road Walkway Phase III from Wilton Road to Farmington Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	611	Land Acquisition	\$ 1.25M			2014 Bonds	
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Install 960 LF of 5-foot sidewalk to fill in missing links, including crosswalks and curb ramps	Project Manager:	El Kaissi, Mohamad		Design	Oct-15	Jan-19 May-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	May-18	Dec-18 Mar-19	
	FC Project No:	ST-000036-018		Utility Relocation	Jan-19	Jun-19	
	Program:			Construction	May-19 Jul-19	Mar-20 May-20	
	TPP No:	180					
	Other Project No:						
Final design is complete. Received VDOT clearance to submit for permit on 9/12/18. Land rights on 5 of 6 properties have been acquired. Utility relocation within existing ROW is required. Schedule was revised due to ongoing negotiations with property owners. Segment from Wilton Road to Florence Lane removed after stakeholder coordination.							

Lee District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Van Dorn Street Pedestrian and Bicycle Access Improvements	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	613	Design	\$ 2.95M		\$ 1M	C & I, Federal
District(s): Lee	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Construct approximately 2,000 LF of 8 to 10-foot walkway along north side of South Van Dorn Street from Oakwood Road to Alexandria City Line	Project Manager:	Turner, Latesa		Design	Feb-18	Feb-22
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jan-21	Aug-21
	FC Project No:	2G40-088-029		Utility Relocation	TBD	TBD
	Program:			Construction	Sep-22	Dec-23
	TPP No:	182				
	Other Project No:					
Intermediate design in progress.						

Mason District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Backlick Road and Industrial Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	617	Project Initiation	\$ 4M		\$ 4M	TBD
District(s): Lee, Mason	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	TBD	TBD
Scope: Construct a left turn lane on Backlick Road, including pedestrian improvements along northbound side of Backlick Road between Hechinger Drive and Industrial Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-087-010		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	21				
	Other Project No:					
Proposal review and negotiation is in progress. Survey is in progress. Schedule to be developed upon completion of survey which is expected in April 2019.						

Backlick Road Walkway (east side)	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	617	On-Hold	\$.25M		\$.08M	2007 Bonds	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	Marsh, Dennis		Design		TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Jul-09	TBD
Scope: Approximately 360 LF of walkway along east side of Backlick Rd opposite the Wilburdale community	FC Project No:	ST-000021-025		Utility Relocation		TBD	TBD
	Program:			Construction		TBD	TBD
	TPP No:						
	Other Project No:	4YP201-PB025					
Final design is complete. 2 of 3 easements have been acquired. One homeowner is unwilling to sign. On hold per Supervisor's request.							

Backlick Road Walkway from Kandel Court to Cindy Lane	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	617	Land Acquisition	\$ 1.55M		\$ 1.1M		2014 Bonds	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date		
	Project Manager:	Turner, Latesa		Design	Jul-16	May-19 Aug-19		
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-18 Jan-19	Apr-19 Jul-19		
Scope: Construct approximately 750 LF of concrete sidewalk along the east side of Backlick Road	FC Project No:	5G25-060-020		Utility Relocation	Apr-19 Feb-19	Sep-19		
	Program:			Construction	Jul-19 Sep-19	May-20		
	TPP No:	90						
	Other Project No:							
LAD NTP 1/31/19. Land rights on 0 of 8 properties have been acquired.								

Mason District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Columbia Pike/Gallows Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	244	Complete	\$.175M		\$.2M	2014 Bonds
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Marsh, Dennis		Design	Aug-15	Sep-17
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Dec-16	Mar-18 Feb-18
Scope: Pedestrian signal and improvements to intersection	FC Project No:	5G25-060-009		Utility Relocation	NA	NA
	Program:			Construction	May-18	Sep-18 Oct-18
	TPP No:	335				
	Other Project No:					
Construction by VDOT Signal Rebuild Program. Construction substantially complete 10/15/18.						

Edsall Road Walkway from Timber Forest Drive to Edsall Gardens Apartments	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	648	Construction	\$.75M		\$.7M	2014 Bonds	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct approximately 1,060 LF of sidewalk along westbound Edsall Road and add signalized pedestrian crossing at Timber Forest Drive and Edsall Road	Project Manager:	Hojatzadeh, Max		Design	Dec-15	Sep-18 Nov-18	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-17 Aug-17	Mar-18 Apr-18	
	FC Project No:	5G25-060-024		Utility Relocation	Mar-18	Aug-18 Jul-18	
	Program:			Construction	Oct-18 Feb-19	Jul-19 Sep-19	
	TPP No:	113					
	Other Project No:						
VDOT permit received on 12/18/18. Submitted final construction package to UDCD on 2/8/19. Schedule adjusted due to additional time required to finalize the construction package.							

Glen Forest Drive Walkway from Route 7 to Glen Forest Elementary School	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	2773	Utility Relocation	\$.95M		\$ 1.2M	C & I	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Ruffner, Scott		Design	Mar-15	Jan-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Mar-18	Oct-18	
Scope: Construct approximately 1,150 LF of sidewalk along the south side of Glen Forest Drive from Leesburg Pike to Moray Lane	FC Project No:	5G25-060-028		Utility Relocation	Nov-18	Feb-19 May-19	
	Program:			Construction	Mar-19	Sep-19	
	TPP No:	128					
	Other Project No:						
	Land acquisition complete. VDOT permit application submitted 1/4/19 and permit received 1/22/19. Draft construction package sent to UDCD on 1/7/19. Utility relocation 25% complete.						

Mason District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Holmes Run Stream Valley Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
		Project Initiation	\$ 1.5M		\$ 1.5M	C & I
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Upgrade and pave Holmes Run Stream Valley Trail	FC Project No:	2G40-088-067		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	230				
	Other Project No:					
Anticipated starting scoping and initial coordination in spring 2019.						

Little River Turnpike Walkway from Columbia Road to Mayhunt Court	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	236	Land Acquisition	\$ 1.75M		\$ 1.1M	2014 Bonds	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct approximately 2,580 LF of 5-foot sidewalk, including curb and gutter	Project Manager:	Lauretti, Francesco		Design	Jun-16	Dec-18 Jun-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Apr-18	Nov-18 May-19	
	FC Project No:	5G25-060-045		Utility Relocation	TBD	TBD	
	Program:			Construction	Jan-19 Jul-19	Feb-20 Jun-20	
	TPP No:	235					
	Other Project No:						
Second final design in progress. LAD NTP on 4/2/18. Land rights on 1 of 5 properties have been acquired. Public hearing for land rights scheduled for 4/9/19. Schedule adjusted, due to the need for a letter from the developer on two properties in regard to dedication of land rights.							

Little River Turnpike Walkway from Hillbrook Drive to Little River Run Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	236	Design	\$ 2.65M		\$ 3M	2014 Bonds	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct 1,550 LF of 9-foot wide, curb abutted sidewalk	Project Manager:	Lauretti, Francesco		Design	Aug-17	Jul-20 Sep-20	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-19 Nov-19	Jun-20 Aug-20	
	FC Project No:	5G25-060-044		Utility Relocation	Jul-20 Sep-20	Nov-20 Jan-21	
	Program:			Construction	Dec-20 Feb-21	Apr-22 Jun-22	
	TPP No:	234					
	Other Project No:						
Pre-final design is in progress. Schedule adjusted to accommodate task order negotiations for additional retaining wall and geotechnical work.							

Mason District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Medford Drive Walkway from Annandale High School to Davian Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	4054	Construction	\$.9M	\$.4M	2014 Bonds	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	Jan-15	Aug-18 Sep-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	May-16	Mar-17
Scope: Approximately 475 LF of sidewalk, including curb and gutter on east side of Medford Drive from Davian Drive to Four Year Run	FC Project No:	5G25-060-031		Utility Relocation	Jan-17	Mar-17
	Program:			Construction	Sep-18 Dec-18	Jul-19
	TPP No:	151				
	Other Project No:					
Construction NTP 12/26/18. Pre-construction meeting held 1/16/19.						

North Chambliss Street/Beauregard Street	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	713	Design	\$ 1.6M		\$ 1M	2014 Bonds	
District(s): Mason	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Nabavi, Seyed		Design	Dec-16	TBD	
Scope: Extend island at slip lane and construct approximately 1000 LF of 5-ft sidewalk from Meeting House Way to Lincolnia Senior Center entrance	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
	FC Project No:	5G25-059-003		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	320					
	Other Project No:						
	Pre-scoping document is being revised, and is anticipated spring 2019. Survey and proposal negotiation will follow.						

Peace Valley Lane Walkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
		Design	\$ 1.3M		\$.5M		OTHER	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date		
	Project Manager:	Fasceski, Jeff		Design	TBD Aug-18	TBD Oct-21		
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD Jul-20	TBD Jan-21		
Scope: Construct approximately 825 LF of 5-foot concrete sidewalk along Peace Valley Lane near Justice High School	FC Project No:	2G40-088-049		Utility Relocation	TBD Mar-21	TBD Jul-21		
	Program:			Construction	TBD Apr-22	TBD May-23		
	TPP No:	161						
	Other Project No:							
Preliminary design received on 1/24/19. Plan and cross sections sent to FCPS and FCPA for review.								

Mason District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 236 Corridor Bicycle Improvements	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	236	Project Initiation	\$ 7.5M	\$ 7.5M	C & I	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Add bicycle lanes, wide curb lanes, bicycle shoulders to complete network gaps from City of Fairfax to City of Alexandria	Project Manager:	Delmare, Lauren		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-088-033		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	229				
	Other Project No:					
Study is complete and was endorsed by the Board on 7/25/17. Will be separated into multiple projects. Finalizing project scoping. Anticipated forwarding for design in fall 2019.						

Route 236 from High Place to Old Columbia Pike	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	236	Design	\$ 1.8M		\$ 1.3M	2014 Bonds	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Zahirieh, Shahla		Design	Nov-17	TBD May-21	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD Sep-20	TBD Apr-21	
Scope: Construct 1,500 LF of 8-foot wide walkway along north side of Little River Turnpike to both west of and east of Roberts Avenue	FC Project No:	5G25-060-043		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD Jun-21	TBD May-22	
	TPP No:	205					
	Other Project No:						
Pre-final design is underway.							

Route 236 Widening from I-495 to John Marr Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	236	Project Initiation			\$ 2.5M	TBD	
District(s): Braddock, Mason	Project Type:	Secondary Road	Schedule	Phase		Start Date	End Date
	Project Manager:	Luo, Caijun		Design		TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD	TBD
Scope: Widen from 4 to 6 lanes, including streetscape improvements	FC Project No:	DOT-000026		Utility Relocation		TBD	TBD
	Program:			Construction		TBD	TBD
	TPP No:	221					
	Other Project No:						
Cost estimate being developed. Partial funding for feasibility study. Improves access and facilitates economic redevelopment. Project scoping and initial coordination in progress. Finalizing scope of work for study, which will be completed by spring 2019, and evaluating available funding.							

Mason District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 50 Walkway from Graham Road to Wayne Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	50	Construction	\$.484M		\$.489M	RSTP, CMAQ
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Approximately 500 LF of sidewalk and trail on south side of Route 50	Project Manager:	Nabavi, Seyed		Design	Oct-13	Jun-17
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	AA1400056-12		Utility Relocation	Apr-17	Oct-17
	Program:	RT50		Construction	Aug-18	Oct-19
	TPP No:					
Other Project No:	RT50-056; UPC 108500					
VDOT construction award authorization received 1/22/19. Anticipate contract award 3/4/19. Project construction is bundled with Project # 1400055-2012, Route 50 Sidewalk from Cedar Hill Road to Allen Street.						

Route 50 Walkway from Patrick Henry Drive to Olin Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	50	Complete	\$.553M		\$.567M	RSTP, CMAQ	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Approximately 500 LF of sidewalk on south side of Route 50	Project Manager:	Nabavi, Seyed		Design	Oct-13	Sep-17	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-16	Aug-17	
	FC Project No:	AA1400062-12		Utility Relocation	NA	NA	
	Program:	RT50		Construction	Apr-18	May-19 Oct-18	
	TPP No:						
Other Project No:	RT50-062; UPC 108496						
Construction substantially complete on 10/29/18.							

Route 50 Walkway from South Street to Aspen Lane	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	50	Construction	\$ 1.284M		\$ 1.008M	RSTP, CMAQ	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Approximately 1,300 LF of sidewalk and trail on south side of Route 50	Project Manager:	El Kaissi, Mohamad		Design	Oct-13	Sep-17	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-16	Mar-17	
	FC Project No:	AA1400061-12		Utility Relocation	Apr-17	Apr-18	
	Program:	RT50		Construction	Jul-18	Jul-19	
	TPP No:						
Other Project No:	RT50-061; UPC 108493						
Construction NTP issued on 12/11/18. Construction is 46% complete.							

Mason District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 50 Walkway from Woodlawn Avenue to Church	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Construction	\$.508M	\$.518M	RSTP, CMAQ	
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Roberson, Jeanmarie		Design	Oct-13	Jun-17
Scope: Approximately 550 LF sidewalk on north side of Route 50	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-16	May-17
	FC Project No:	AA1400057-12		Utility Relocation	NA	NA
	Program:	RT50		Construction	Nov-17	Jan-19
	TPP No:					
	Other Project No:	RT50-057; UPC 108497				Apr-19
Project construction bundled with Project #1400052, Route 50/Allen Street Intersection. Schedule adjusted due to the construction contract duration. Construction is 85% complete.						

Route 50 Widening from Cedar Hill Road to Annandale Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	50	On-Hold	\$ 47.5M		\$ 5M	NVTA Local	
District(s): Mason, Providence	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date	
Scope: Widen Route 50 inside the Beltway from 4 to 6 lanes, including intersection improvements and pedestrian and bicycle facilities	Project Manager:	Abifadel, Gibran		Design	TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
	FC Project No:	DOT-000030		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	69					
	Other Project No:						
Partial funding for environmental analysis and preliminary engineering only. Project is on hold until I-66 Express Lanes project is completed and new traffic patterns are established. District offices have been updated on status.							

Route 50/Allen Street	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	50	Construction	\$.258M		\$.358M	RSTP, CMAQ	
District(s): Mason, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	El Kaissi, Mohamad		Design	Oct-13	Jun-17	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-16	May-17	
Scope: Pedestrian intersection and bus stop improvements	FC Project No:	AA1400052-12		Utility Relocation	NA	NA	
	Program:	RT50		Construction	Nov-17	Jan-19 Apr-19	
	TPP No:						
	Other Project No:	RT50-052; UPC 108494					
Project construction bundled with Project #1400057, Route 50 Sidewalk from Woodlawn Avenue to Church. Construction is 85% complete. Schedule adjusted to match construction contract duration.							

Mason District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 50/Wayne Road/Woodlawn Avenue	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Complete	\$ 1.636M	\$ 1.686M	RSTP, CMAQ	
District(s): Mason, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Roberson, Jeanmarie		Design	Oct-13	Jan-17
Scope: Pedestrian intersection and 850' of sidewalk improvements	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-16	Nov-16
	FC Project No:	AA1400053-12		Utility Relocation	NA	NA
	Program:	RT50		Construction	Sep-17	Oct-18
	TPP No:					
	Other Project No:	RT50-053; UPC 108502				Sep-18
Construction substantially complete 9/25/18.						

Seminary Road Walkway from north of Magnolia Lane to Colfax Avenue	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	716	Land Acquisition	\$.95M		\$ 1.6M		2014 Bonds		
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
Scope: 890 LF of sidewalk along Seminary Road from north of Magnolia Lane to City of Alexandria limits before Calhoun Avenue	Project Manager:	Marsh, Dennis		Design		Sep-16		Jun-19 Oct-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Aug-18		Apr-19 Aug-19	
	FC Project No:	5G25-060-038		Utility Relocation		May-19 Feb-19		Sep-19	
	Program:			Construction		Aug-19 Nov-19		Jun-20	
	TPP No:	169							
	Other Project No:								
Final plans are in progress. LAD NTP issued on 8/13/18. Land rights on 7 of 15 properties have been acquired. Dominion, Verizon, and Cox lines to be lowered in place. Utility design is in progress. TMP, Pavement Markings and Signage plans, and Project Data Sheet have been approved.									

Seven Corners Interchange Improvements	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
		Project Initiation	\$ 95M		\$ 4.35M		RSTP, NVTA Local		
District(s): Mason, Providence	Project Type:	Primary Road	Schedule	Phase		Start Date		End Date	
	Project Manager:	CPTED, To Be Determined		Design		TBD		TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD		TBD	
Scope: Interchange improvements	FC Project No:	2G40-076-000		Utility Relocation		TBD		TBD	
	Program:			Construction		TBD		TBD	
	TPP No:	9							
	Other Project No:								
Partial funding for study and alternatives analysis. Continuing work on follow-on motions the Board adopted with the Comprehensive Plan Amendment. As of July 2018, NVTA approved \$1.35 million in RSTP funds. County has additional \$3 million in local funding available for Phase 1A Segment 1A (new road connecting Route 50 westbound on-ramp with a bridge over Route 50 to Sleepy Hollow Road, with a project estimate of \$95 million). County continues to apply to state and regional sources for additional funds.									

Mason District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Sleepy Hollow Road Walkways from Columbia Pike to Route 7	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	613	Design	\$ 6.25M		\$ 4.3M	C & I
District(s): Mason	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Construct approximately 5,400 LF of 5-foot sidewalk and variable width asphalt trail along Sleepy Hollow Road	Project Manager:	Vanzandt, Mark		Design	Aug-16	Feb-21 Jun-21
	Lead Agency:	Fairfax County Department of Transportation			Land Acquisition	Jan-20 May-20
	FC Project No:	2G40-088-028		Utility Relocation		TBD
	Program:				Construction	Jul-21 Nov-21
	TPP No:	172				
	Other Project No:					
Second intermediate design underway to address revised project scope. Advanced plans received for review on 12/31/18. The community outreach efforts are resuming. The project schedule was adjusted to accommodate additional time for survey completion, community outreach, and project redesign in response to community concerns.						

Mount Vernon District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Belle View Boulevard and George Washington Parkway	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Project Initiation	\$.4M	\$.1M	C & I	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD
Scope: Add bicycle/pedestrian crossing and connection to Mount Vernon trail	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-088-065		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	227				
	Other Project No:					
Anticipated starting scoping and initial coordination in spring 2019.						

Fairfax County Parkway/Terminal Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	3726	Design	\$ 1.5M		\$ 1.5M	NVTA Local	
District(s): Lee, Mount Vernon	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Ruffner, Scott		Design	TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Addition of left turn lane on eastbound Terminal Road at the intersection of Fairfax County Parkway	FC Project No:	2G40-087-020		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	27.03					
	Other Project No:						
Survey ordered on 10/30/18. Design contract finalized on 1/14/19. Schedule to be developed upon completion of survey which is expected in winter 2019.							

Giles Run Connector Road from Lorton Road to Laurel Hill Adaptive Reuse Site	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	3362	Design	\$ 4.25M		\$ 2.8M		C & I		
District(s): Mount Vernon	Project Type:	Secondary Road	Schedule	Phase		Start Date		End Date	
	Project Manager:	Turner, Latesa		Design		Dec-17		Apr-20	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Nov-19		Jan-20	
Scope:	FC Project No:	2G40-067-000		Utility Relocation		Feb-20		May-20	
Improve existing park access road and construct 1500 LF of 8-foot asphalt trail between Lorton Road and the Laurel Hill Adaptive Re-use Development	Program:			Construction		Oct-20		Oct-21	
	TPP No:								
	Other Project No:								
Design is in progress.This project will be permitted through the LDS review process. Environmental and archeological field work is complete. Environmental documentation is being prepared. Initiating geotechnical investigations.									

Mount Vernon District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Gunston Cove Road Walkway from Cranford Street to Amsterdam Street	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	600	Construction	\$.95M	\$.5M	2014 Bonds	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Madhusudhan, Galappa		Design	Apr-16	Apr-18
Scope: Construct approximately 320 LF of 5-foot concrete sidewalk, including curb and gutter and drainage improvements along north side of Gunston Cove Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jul-17	Sep-17
	FC Project No:	5G25-060-029		Utility Relocation	NA	NA
	Program:			Construction	Aug-18 Sep-18	Feb-19 May-19
	TPP No:	131				
	Other Project No:					
Final construction package submitted to UDCD on 9/20/18. Utility conflicts resolved. Construction schedule was adjusted due to longer than expected time to approve construction task order. NTP for construction issued on 1/27/19.						

Gunston Road from Richmond Highway to the Potomac River	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	242	Project Initiation	\$ 5M		\$ 5M	C & I	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	Stevens, Daniel		Design		TBD	TBD
Scope: Construct missing walkway links along Gunston Road from Joseph V. Gartlan Great Marsh Trailhead parking lot to Julia Taft Way	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD	TBD
	FC Project No:	2G40-088-031		Utility Relocation		TBD	TBD
	Program:			Construction		TBD	TBD
	TPP No:	206					
	Other Project No:						
Finalizing project scope and identifying potential funding sources to advance the project.							

Hooes Road from Fairfax County Parkway to Silverbrook Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	636	Project Initiation	\$ 20.55M		\$ 15M	TBD	
District(s): Mount Vernon, Springfield	Project Type:	Secondary Road	Schedule	Phase		Start Date	End Date
	Project Manager:	TBD, To Be Determined		Design		TBD	TBD
Scope: Widen from 2 to 4 lanes, including pedestrian signal and pedestrian and bicycle facilities	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD	TBD
	FC Project No:	DOT-000055		Utility Relocation		TBD	TBD
	Program:			Construction		TBD	TBD
	TPP No:	55					
	Other Project No:						
Anticipate starting scoping and initial coordination in spring 2019.							

Mount Vernon District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Hooes Road Walkway from Ox Road to Furnace Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	636	Project Initiation	\$.4M	\$.4M	C & I	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Stevens, Daniel		Design	TBD	TBD
Scope: Construct walkway on north side of Hooes Road from Route 123 to Lorton Road, including crosswalks to existing walkways on Lorton Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-088-023		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	132				
	Other Project No:					
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design in summer 2019.						

Hooes Road/Newington Forest Avenue	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	636	Bid Advertisement	\$ 1.15M	\$.2M	2014 Bonds	
District(s): Mount Vernon, Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	Jan-16	Oct-18 Jan-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Feb-18	Apr-18
Scope: Construct 5-foot concrete sidewalk along the south side of Newington Forest Avenue from Treasure Tree Court to Hooes Road, including pedestrian signals and crosswalk	FC Project No:	5G25-060-011		Utility Relocation	May-18	Sep-18
	Program:			Construction	Nov-18 Feb-19	Jun-19 Sep-19
	TPP No:	337				
	Other Project No:					
VDOT permit received on 2/4/19. The project schedule adjusted due to longer than anticipated review time by VDOT to obtain signal design and hydraulics approval.						

I-95 Northbound Directional Off-Ramp to Northbound Fairfax County Parkway	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	95	On-Hold	\$ 81M	\$ 4.193M	Federal	
District(s): Lee, Mount Vernon	Project Type:	Interstate	Schedule	Phase	Start Date	End Date
	Project Manager:	Askarzadeh, Negin		Design	Oct-11	Mar-17
Scope: From I-95 Exit 166 for Route 286 northbound, to 0.6 miles west of Exit 166 (PE only)	Lead Agency:	Virginia Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	DOT-000019		Utility Relocation	NA	NA
	Program:			Construction	NA	NA
	TPP No:	4				
	Other Project No:	UPC 93033				
Funding for design only. Preliminary design completed. Submitted application for House Bill 2 (HB2) funding in July 2016, but project was not selected for funding. VDOT held a public hearing in September 2016. Board endorsed public hearing plans on 3/14/17. Upon completion of necessary design documents, VDOT plans to submit the public hearing plans to VDOT’s Central Office for design approval. No additional funds are available. Final plans will be developed once additional funding is identified.						

Mount Vernon District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Lorton Arts Access Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Construction	\$ 1.6M	\$ 1.2M	Bonds	
District(s): Mount Vernon	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	Feb-16	Sep-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jan-18	Feb-18
Scope: Provide direct access from Lorton Arts to Workhouse Road south of existing entrance near Route 123	FC Project No:	TS-000020-001		Utility Relocation	NA	NA
	Program:			Construction	Sep-18 Oct-18	Apr-20 Sep-19
	TPP No:					
	Other Project No:					
Construction NTP 12/10/18. Pre-construction meeting held on 12/11/18. Construction 5% complete.						

Mount Vernon Memorial Highway - Potomac Heritage National Scenic Trail	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	235	Design	\$ 5.5M	\$ 6.5M	C & I	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Shahnaj, Sonia		Design	TBD Jan-19	TBD Oct-21
Scope: Complete missing links of trail near Washington's Mill Historic State Park to Grist Mill Park, including bridge over Dogue Creek	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD Dec-20	TBD Jul-21
	FC Project No:	2G40-088-026		Utility Relocation	TBD	TBD
	Program:			Construction	TBD Dec-21	TBD Dec-22
	TPP No:	154				
	Other Project No:					
Additional survey received on 1/29/19. Environmental work is underway. Preliminary design is in progress.						

Old Mount Vernon Road Walkway from Mount Vernon Highway to Westgate Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	623	Construction	\$ 1.7M		\$ 2.1M		2014 Bonds		
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
	Project Manager:	Zahirieh, Shahla		Design		Apr-16		Aug-18	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Oct-17		May-18	
Scope: Construct 5-foot sidewalk along west side of Old Mount Vernon Road	FC Project No:	ST-000036-016		Utility Relocation		Jun-18		Oct-18	
	Program:			Construction		Oct-18 Feb-19		Dec-19	
	TPP No:	191							
	Other Project No:								
Final plans were approved on 1/23/18. LAD completed 5/2/18. Permit plans received on 7/25/18. Permit received 9/7/18. Construction contractor negotiations complete. Anticipate NTP late February or early March.									

Mount Vernon District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Pohick Road and Southrun Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	641	Utility Relocation	\$ 1.3M	\$.2M	2014 Bonds	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Roberson, Jeanmarie		Design	Nov-15	Apr-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-17	Jan-18
Scope: Approximately 400 LF of sidewalk along southeast side of Southrun Road from Rushing Creek Road to Pohick Road and signalized pedestrian crossings at Pohick Road	FC Project No:	5G25-060-010		Utility Relocation	Jan-18	May-19
	Program:			Construction	Feb-19	Feb-20
	TPP No:	336				
	Other Project No:					
Utility relocations in progress. VDOT permit received 1/25/19.						

Pohick Road Widening from Richmond Highway to I-95	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	635	Project Initiation	\$ 29.25M		\$ 22M		NVTA		
District(s): Mount Vernon	Project Type:	Secondary Road	Schedule	Phase		Start Date		End Date	
	Project Manager:	Delmare, Lauren		Design		TBD		TBD	
Scope: Widen Pohick Road to 4 lanes, including intersection improvements and pedestrian and bicycle facilities	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD		TBD	
	FC Project No:	DOT-000022		Utility Relocation		TBD		TBD	
	Program:			Construction		TBD		TBD	
	TPP No:	57							
	Other Project No:								
Project scoping and initial coordination in progress. After a preliminary evaluation of existing traffic conditions, projected future traffic conditions, reported accident history, and preliminary cost estimate, considering deferring the road widening and advancing a project to provide a complete pedestrian facility on one side of the roadway throughout the corridor. Further concurrence from local community is required. Anticipate completing scoping and forwarding for design in spring 2019.									

Quander Avenue Walkway from West Potomac High School to Quander Elementary School	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	630	Land Acquisition	\$ 2.75M	\$ 1.3M	2014 Bonds	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Madhusudhan, Galappa		Design	Jun-16	Jul-19
Scope: Construct approximately 1,800 LF of concrete sidewalk along west side of Quander Road from Stokes Lane to Emmett Drive	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-18 Nov-18	May-19 Jun-19
	FC Project No:	5G25-060-034		Utility Relocation	Jun-19 Jul-19	Dec-19 Jan-20
	Program:			Construction	Feb-20 Mar-20	Sep-20 Oct-20
	TPP No:	165				
	Other Project No:					
Second final design is in progress. Public Hearing for acquisition of land rights set for 5/21/19. Fairfax Water plans received on 1/24/19. NTP issued to LAD on 11/30/18. Verizon utility plats submitted to LAD on 1/7/18. Construction schedule was adjusted due to comments made by Urban Forestry and Land Acquisition Division, resulting in plat revisions.						

Mount Vernon District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Richmond Highway Bus Rapid Transit (BRT)	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	1	Design	\$ 735M	\$ 307M	NVTA, CMAQ, RSTP	
District(s): Lee, Mount Vernon	Project Type:	Transit	Schedule	Phase	Start Date	End Date
	Project Manager:	Aguayo, Vanessa		Design	TBD May-18	TBD
Scope: Implementation of BRT on Richmond Highway from Huntington Metrorail Station to Fort Belvoir	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-114-000		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:					
Public meeting held 1/23/19. Environmental documentation, 20% design, survey, branding, travel demand and ridership models, and maintenance facility evaluation underway. Phase I (Huntington to Hybla Valley) completion scheduled for 2026. Phase II (Hybla Valley to Fort Belvoir) completion scheduled for 2028.						

Richmond Highway from Mount Vernon Memorial Highway to Napper Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	1	Design	\$ 372M	\$ 177.8M	RSTP, NVTA Regional, Revenue Sharing	
District(s): Lee, Mount Vernon	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Hamidi, AJ		Design	Jul-16	Dec-22
Scope: Widen Richmond Highway from 4 to 6 lanes	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Apr-19 Jun-19	Jun-21 Nov-22
	FC Project No:	DOT-000023		Utility Relocation	Dec-20 Jun-20	Dec-22
	Program:			Construction	Apr-23	Nov-25 Aug-26
	TPP No:	60				
	Other Project No:	UPC 107187				
The National Environmental Policy Act (NEPA) Public Hearing and PIM #4 were held jointly on 10/29/18. VDOT presented potential underpass concepts at two bridges and sought public reaction. VDOT is developing responses to the NEPA environmental comments. The Design Public Hearing is scheduled for 3/26/19. Schedule adjusted due to delayed survey acquisition and refinements in the design intended to reduce ROW impacts and address stakeholder comments.						

Richmond Highway from Pohick Road to North of Occoquan River Bridge	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	1	Project Initiation	\$ 169.95M		\$ 10M		NVTA Local		
District(s): Mount Vernon	Project Type:	Primary Road	Schedule	Phase		Start Date		End Date	
	Project Manager:	Hamidi, AJ		Design		TBD		TBD	
Scope: Widen Richmond Highway from 4 to 6 lanes	Lead Agency:	Virginia Department of Transportation		Land Acquisition		TBD		TBD	
	FC Project No:	2G40-119-000		Utility Relocation		TBD		TBD	
	Program:			Construction		TBD		TBD	
	TPP No:	59							
	Other Project No:								
Preliminary engineering study of widening, including CSX railroad crossing and ramps to I-95, was prepared in November 2017. Coordination efforts are being carried out in association with the Commonwealth's Atlantic Gateway project. Discussions are also occurring regarding the CSX railroad bridge over Richmond Highway. Project schedule will be established for the underpass when the Commonwealth and CSX agree to advance the Atlantic Gateway project.									

Mount Vernon District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 1 and Fairview Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	1	Land Acquisition	\$.1M	\$.1M	2014 Bonds	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Shahnaj, Sonia		Design	Feb-18	May-19 Jul-19
Scope: Construct 5-foot concrete sidewalk to close missing link, including new curb ramp and crosswalk	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-18 Jan-19	Apr-19 Jul-19
	FC Project No:	5G25-061-030		Utility Relocation	TBD Dec-18	TBD Jan-19
	Program:			Construction	Jun-19 Aug-19	Dec-19 Feb-20
	TPP No:	188.03				
	Other Project No:					
Final design is in progress. Plat needed interpretation of proffers from DPZ, and was completed on 10/31/18. LAD NTP issued on 1/2/19. Schedule was adjusted for the plat update as a result of proffer determination.						

Route 1 at Fairhaven Avenue/Quander Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	1	Project Initiation	\$.117M	\$.117M	2014 Bonds	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Shahnaj, Sonia		Design	TBD	TBD
Scope: Install crosswalk, pedestrian signals, and missing sidewalk segments to improve pedestrian facilities at intersection	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	5G25-061-028		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	188.01				
	Other Project No:					
Survey notification letters sent on 12/13/18. Survey requested on 12/20/18 and expected in April 2019. Schedule to be determined after survey is complete. Task order finalized on 1/28/19 and being processed for approval.						

Route 1 Northbound from Sherwood Hall Lane to Kings Village Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	1	Land Acquisition	\$.3M		\$.23M	2014 Bonds	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Hojatzadeh, Max		Design	May-18	Nov-19	
Scope: Construct approximately 115 LF of 5-foot concrete sidewalk on northbound side of Route 1	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Feb-19 Jan-19	Sep-19 Feb-19	
	FC Project No:	5G25-061-036		Utility Relocation	TBD	TBD	
	Program:	RHPTI		Construction	Dec-19 Jul-19	May-20 Oct-19	
	TPP No:	188.09					
	Other Project No:						
Final plan completed. LAD NTP 1/24/19. Land acquisition complete 2/12/19. Project will be constructed under Countywide permit.							

Mount Vernon District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 1 Northbound from Virginia Lodge to Huntington Avenue	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	1	Construction	\$ 1.5M	\$ 1.298M	Revenue Sharing, FTA	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Zahirieh, Shahla		Design	Jul-12	Nov-16
Scope: Approximately 1,375 LF of 5-foot concrete sidewalk and extension of a box culvert along the east of Richmond Highway	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jun-15	May-16
	FC Project No:	AA1400080-12		Utility Relocation	Sep-15	Nov-17
	Program:	RHPTI		Construction	Aug-18 Dec-18	Jul-19 Nov-19
	TPP No:					
	Other Project No:	RHPTI-080; UPC 71851				
Project is part of the Four-Year Transportation Program endorsed by the Board 2/9/04. Bid advertisement 2/21/19. Bid opening 3/20/19. Permit revision took longer than it was expected. The schedule was adjusted as a result.						

Route 1/Lukens Lane Phase II	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	1	Construction	\$ 1.5M	\$ 1.5M	CMAQ, Revenue Sharing, FTA	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Hojatzadeh, Max		Design	Jul-09	Nov-15
Scope: Pedestrian intersection improvements for express bus stop	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Apr-16	May-17
	FC Project No:	AA1400012-06		Utility Relocation	NA	NA
	Program:	RHPTI		Construction	Aug-18	Mar-19
	TPP No:					Jun-19
	Other Project No:	26006G-06002; UPC 99054				
Project is part of the Four-Year Transportation Program endorsed by the BOS on 2/09/04. Final construction package submitted to UDCD on 8/7/18. Schedule adjusted because additional funding was required for construction. Bid opening 10/17/18. Construction contract award issued 1/2/19. NTP is scheduled 1/30/19.						

Silverbrook Road Walkway from Hooes Road to South County High School	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	600	Complete	\$.525M	\$ 2.3M	2014 Bonds	
District(s): Mount Vernon	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	El Kaissi, Mohamad		Design	Nov-15	May-18 Mar-18
Scope: 460 LF sidewalk south of Monacan Road, including connections to existing trails, pedestrian crosswalk, signage, and pavement markings	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Aug-17	Jan-18
	FC Project No:	ST-000036-005		Utility Relocation	Nov-17	Apr-18 Jul-18
	Program:			Construction	Apr-18	Jan-19 Nov-18
	TPP No:	354				
	Other Project No:					
Construction substantially complete 11/21/18.						

Mount Vernon District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Silverbrook Road/Lorton Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	600	Study	\$ 3.6M	\$.5M	NVTA	
District(s): Mount Vernon	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design	Sep-17	Dec-18 Mar-19
Scope: Investigate and analyze mitigation measures to improve the intersection, including additional turn lanes and pedestrian and bicycle improvements	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-087-015		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:					
Study identifies intersection improvements that enhance the operations for the left-turn and westbound right-turn movements. Coordinating with local community to evaluate the alternatives developed through the study’s findings. Community meeting held on 12/12/18. The final report of the study should be completed in March 2019. Schedule adjusted to allow for additional community coordination. Meeting with district supervisor to be scheduled.						

Silverbrook Road/Southern Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	600	Land Acquisition	\$ 1.75M		\$ 1.2M		2014 Bonds		
District(s): Mount Vernon	Project Type:	Secondary Road	Schedule	Phase		Start Date		End Date	
	Project Manager:	Nabavi, Seyed		Design		Mar-16		May-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Sep-18 Oct-18		Apr-19	
Scope: Add eastbound left turn lane on Silverbrook Road at Southern Road	FC Project No:	5G25-059-005		Utility Relocation		Apr-19		Sep-09	
	Program:			Construction		Jun-19		Jun-20	
	TPP No:	326							
	Other Project No:								
Final design and streetlight design and evaluation are in progress. LAD NTP 10/24/18. Land rights on 0 of 3 properties have been acquired.									

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Chain Bridge Road Walkway	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Complete	\$.248M	\$.299M	RSTP	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Marsh, Dennis		Design	Aug-13	Oct-17
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
Scope: Non-signalized pedestrian crosswalk with median refuge on Chain Bridge Road at Seneca Avenue.	FC Project No:	AA1400108-13		Utility Relocation	NA	NA
	Program:	TMSAMS		Construction	May-18	Nov-18 Oct-18
	TPP No:					
	Other Project No:	TMSAMS-108; UPC 104293				
Construction substantially complete 10/26/18.						

Chichester Lane Walkway from Cherry Drive to Day Lilly Court	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	2862	Construction	\$.35M	\$.3M	2014 Bonds	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Tsybin, Alexander		Design	Mar-16	May-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-17	Apr-18
Scope: Construct approximately 270 LF of 5-foot concrete sidewalk along Chichester Lane	FC Project No:	ST-000036-007		Utility Relocation	NA	NA
	Program:			Construction	Jun-18	Mar-19
	TPP No:	108				
	Other Project No:					
Construction is 40% complete.						

Chichester Lane Walkway from Lismore Lane to Fairhill Elementary School	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	2862	Construction	\$.25M		\$.3M		2014 Bonds		
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
	Project Manager:	Roberson, Jeanmarie		Design		May-17		Mar-18	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		May-18		Jan-19 Nov-18	
Scope: Construct approximately 90 LF of sidewalk from north terminus of Chichester Lane to Lismore Lane	FC Project No:	ST-000036-019		Utility Relocation		NA		NA	
	Program:			Construction		Mar-19 Dec-18		Jun-19	
	TPP No:	180.01							
	Other Project No:								
Land acquisition completed on 11/19/18. Construction authorized on 12/26/18. Construction contract being prepared by annual contractor. Construction NTP delayed, due to weather.									

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Dolley Madison Boulevard Walkway from Great Falls Street to McLean Metrorail Station	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Construction	\$ 3.028M	\$ 3.055M	CMAQ	
District(s): Dranesville, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Lauretti, Francesco		Design	Mar-13	Jun-17
Scope: Approximately 2,400 LF of multi-use trail and sidewalk from Dolley Madison Boulevard/Great Falls Street to McLean Metrorail Station	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jul-16	Apr-17
	FC Project No:	AA1400065-12		Utility Relocation	Sep-16	Nov-18 Mar-19
	Program:	DCBPA		Construction	Nov-18 Jan-19	Nov-19 Apr-20
	TPP No:					
	Other Project No:	DCBPA-065; UPC 103262				
Construction authorization package submitted to VDOT on 10/30/18. Bid advertisement issued on 1/14/19. Bid opening on 2/12/19. Utility relocations are in progress. Project completion date changed, due to delay in utility relocations.						

Electric Avenue and Cedar Lane Northbound Left Turn Lane	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	698	On-Hold	\$ 1.6M	\$ 1.6M	NVTA Local	
District(s): Providence	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:			Design	Mar-15	TBD
Scope: Add left turn lane on Cedar Lane and Electric Avenue, including intersection improvements	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-087-004		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	26				
	Other Project No:					
Project is on hold. CPTED conducting intersection traffic analysis and reviewing scope which are expected to be completed in spring 2019. Project schedule to be determined once the analysis is completed and project scope is updated.						

Gallows Road/Prosperity Avenue	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	650	Construction	\$.075M	\$.14M	C & I	
District(s): Providence	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
Scope: Extend 4-foot concrete median along Gallows Road in the vicinity of the Courtyard Hotel to prevent illegal left turns	Project Manager:	Ruffner, Scott		Design	Jan-18	Aug-18 Sep-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	2G40-009-002		Utility Relocation	NA	NA
	TPP No:	664		Construction	Oct-18 Jan-19	Jan-19 Mar-19
	Other Project No:					
Final construction package sent to UDCD on 11/29/18. Construction NTP issued on 1/14/19. Schedule adjusted for pavement to be completed in warmer weather.						

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Graham Road Elementary School	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	1720	Complete	\$.205M	\$.23M	Federal	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Lauretti, Francesco		Design	Apr-15	Sep-16
	Lead Agency:	Capital Facilities, DPWES				
Scope: Provide a refuge island and upgrade ramps	FC Project No:	AA1400134-14		Land Acquisition	NA	NA
	Program:	SRTS		Utility Relocation	NA	NA
	TPP No:			Construction	Jun-18	Apr-19 Jan-19
	Other Project No:	SRTS-029-145; UPC 105286				
Construction substantially complete 1/10/19.						

I-495 Express Lanes Northern Extension	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	495	Design-Build		\$ 6M	Federal, State, Private	
District(s): Dranesville, Providence	Project Type:	Interstate	Schedule	Phase	Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design	Apr-18	Jun-19
Scope: Extend Express Lanes approximately 3.5 miles along I-495 between the Route 123 interchange and the Maryland state line at the American Legion Bridge	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000096		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:	UPC 113414				
NEPA process started in June 2018, and the first PIM was held on 6/11/18. The next PIM is currently planned for spring 2019. The project team has also met with FCDOT and DPWES in October 2018 and January 2019 to start coordination with the county on stormwater management and bicycle and pedestrian facilities. VDOT and Transurban signed a framework agreement for design and construction of the project in January 2019.						

I-495 Express Lanes Ped/Bike at Idylwood Road (North)	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	495	On-Hold	\$ 1.28M		Enhancement, CMAQ	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: North side from I-495 to Shreve Hill Road	Project Manager:	Wells, Chris		Design	Apr-13	TBD
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000012		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:	UPC 104005				
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project. Project on-hold due to limited funding availability.						

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
I-495 Express Lanes Ped/Bike at Idylwood Road (South)	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	495	On-Hold	\$ 1.28M		Enhancement, CMAQ	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	Apr-13	TBD
Scope: South side from I-495 to Whitestone Hill Court	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000013		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:	UPC 104005				
Project will complete missing pedestrian facilities outside the limits and original scope of the I-495 Express Lanes Project. Project on-hold due to limited funding availability.						

I-495 Tysons Ped/Bike Bridge South of Route 123	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	395	Design	\$ 6.15M	\$ 6.15M	Enhancement, CMAQ, Primary	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	Apr-13	Jun-19
Scope: From Old Meadow Road to Tysons Corner Center	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Jun-19	Jun-20
	FC Project No:	DOT-000011		Utility Relocation	Oct-19	Dec-20
	Program:			Construction	Jun-20	Dec-20
	TPP No:					
	Other Project No:	UPC 104005				
Project will provide access across I-495 south of Dolley Madison Boulevard/Chain Bridge Road (Route 123). The preferred design option was chosen in July 2017. The preferred option is along Old Meadow Road crossing I-495 at the south end of Old Meadow Road to Tysons Corner Center. Public design workshops were held on 11/9/17 and 11/28/17. Design Public Hearing held 6/4/2018, design approval anticipated in spring 2019, and construction anticipated to begin in 2020.						

I-66 from I-495 Capital Beltway to University Boulevard in Gainesville	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	66	Design-Build	\$ 3218M	\$ 3218M	Federal, State, Private	
District(s): Braddock, Hunter Mill, Providence, Springfield, Sully	Project Type:	Interstate	Schedule	Phase	Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design	Jul-14	Dec-16 Oct-19
Scope: 2 Express and 3 general purpose lanes in each direction, including rapid bus service, a parallel trail, and safety, operational, and interchange improvements	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD Apr-18	TBD
	FC Project No:	DOT-000015		Utility Relocation	TBD Apr-18	TBD
	Program:			Construction	Nov-17	Dec-22
	TPP No:	3				
	Other Project No:	UPC 110741, 110496, 108491				
FCDOT provided comments on the IJR re-evaluation draft report for the 2040 traffic analysis in January 2019. Coordination in progress for evaluating other locations for maintenance facility and salt dome.						

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Idylwood Road Trail	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	695	On-Hold	\$ 1.05M	\$ 1.05M	RSTP	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	TBD	TBD
Scope: Construct trail from Helena Drive to Idyl Lane on the south side of Idylwood Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000020		Utility Relocation	TBD	TBD
	Program:	TMSAMS		Construction	TBD	TBD
	TPP No:					
	Other Project No:					
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. The original scope called for bicycle lanes/bicycle shoulders. It was determined that on-road bicycle shoulders would not be feasible, due to major utility conflicts and ROW constraints. Project on-hold due to limited funding availability.						

International Drive/Tysons Blvd	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	6034	On-Hold	\$.086M		\$.1M	RSTP	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	TBD, To Be Determined		Design	NA	NA	
Scope: Pedestrian intersection improvements	Lead Agency:	Developer		Land Acquisition	NA	NA	
	FC Project No:	AA1400119-13		Utility Relocation	NA	NA	
	Program:	TMSAMS		Construction	NA	NA	
	TPP No:						
	Other Project No:	TMSAMS-119; UPC 106935					
Per coordination with VDOT, the south quadrant of the project to be incorporated into a developer plan to improve the intersection. The redevelopment plan was approved on 11/14/18. The north quadrants were built by VDOT signal rebuild as part of a signal upgrade.							

Jones Branch Connector	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	8102	Construction	\$ 60M	\$ 60M	C & I, Revenue Sharing, RSTP	
District(s): Providence	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Dresser, John		Design	Feb-14	May-16
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Dec-15	Jun-16
Scope:	FC Project No:	AA1400093-13		Utility Relocation	Jan-16	Jan-17
Final Design for Extension of Jones Branch Connector from Jones Branch Drive to Dolley Madison Boulevard over I-495 and the I-495 Express Lanes	Program:			Construction	May-16	Dec-18 Oct-19
	TPP No:					
	Other Project No:	JBC-093-093; UPC 103907; 8102-029-065				
Project is in construction phase by VDOT. Construction is 81% complete. Milestone 1, the opening of one traffic lane in each direction was completed on 12/15/18. Final project completion is scheduled for October 2019. Schedule updated to reflect final completion date.						

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Lincoln Street Feasibility Study	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Study	\$.332M	\$ 1.2M	Tysons Grid Fund	
District(s): Providence	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Luo, Caijun		Design	Sep-17	Nov-18 Jun-19
Scope: New road connecting Old Meadow Road to Margarity Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	2G40-057-001		Utility Relocation	NA	NA
	Program:			Construction	NA	NA
	TPP No:	314				
	Other Project No:					
Based on FCDOT's comments, the design consultant submitted the final draft design summary technical memorandum and 15% concept design plans in the middle of January 2019. FCDOT submitted the plans to VDOT for their review.						

Old Courthouse Road/Woodford Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	677	Complete	\$.202M	\$.255M	RSTP	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Marsh, Dennis		Design	Aug-13	May-16
Scope: Pedestrian improvements and signalized crosswalk	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-15	Apr-16
	FC Project No:	AA1400116-13		Utility Relocation	Sep-17	May-18
	Program:	TMSAMS		Construction	May-18 Apr-18	Oct-18 Feb-19
	TPP No:					
	Other Project No:	TMSAMS-116; UPC 106933				
Project to be constructed by VDOT Signal Rebuild. Construction substantially completed 2/22/19. Schedule adjusted based on VDOT contractor's schedule.						

Pavement Marking Plans	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Project Initiation	\$.1M	\$.1M	RSTP	
District(s): Dranesville, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wynands, Nicole		Design	TBD	TBD
Scope: Addition of bike lanes on various roadways in the Tysons area and surrounding neighborhoods	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	AA1400125-13		Utility Relocation	TBD	TBD
	Program:	TMSAMS		Construction	TBD	TBD
	TPP No:					
	Other Project No:					
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Funding provided to prepare Pavement Marking plan and add bike lanes and markings along existing roadways in the Tysons area and surrounding neighborhoods. Roadways to be selected per VDOT's summer re-paving schedule.						

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 123 Walkway from Courthouse Road to Sutton Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Design	\$ 1.75M	\$ 1.8M	2014 Bonds	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	El Kaissi, Mohamad		Design	Dec-17	May-20 Aug-20
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jul-19 Oct-19	Mar-20 Jun-20
Scope: Construct approximately 1,910 LF of 5-foot concrete sidewalk on south side of Route 123	FC Project No:	5G25-060-023		Utility Relocation	Apr-20 Jul-20	Sep-20 Dec-20
	Program:			Construction	Aug-20 Nov-20	Aug-21 Nov-21
	TPP No:	102				
	Other Project No:					
Pre-final design is in progress. Schedule was revised due to design revisions to add a crosswalk at the intersection of Chain Bridge Road and Five Oaks Road.						

Route 123 Walkway from Horse Shoe Drive to Niblick Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	123	Utility Relocation	\$ 1.6M	\$ 1.3M	C & I	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Approximately 2,660 LF of 5-foot sidewalk, including pedestrian signal and ramps	Project Manager:	Beall, James		Design	Mar-15	Sep-18 Aug-18
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Dec-16	Jun-18
	FC Project No:	2G40-088-014		Utility Relocation	Nov-17 Sep-18	Dec-18 Feb-19
	Program:			Construction	Oct-18 Feb-19	Sep-19 Oct-19
	TPP No:	103				
Other Project No:						
VPDES permit received 8/7/18. VDOT permit received 10/19/18. Town of Vienna permit received 9/24/18. Utility relocations are in progress. Construction authorization meeting and mylar signing with UDCD scheduled for 2/15/19. Construction authorization delayed due to revision in cost estimate.						

Route 123/Jermantown Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	123	Construction	\$ 2.5M		\$ 1.75M	C & I	
District(s): Providence	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Lauretti, Francesco		Design	Jun-10	Nov-17	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Mar-16	Jan-17	
Scope: Add right turn lanes on northbound and southbound Route 123, including drainage improvements	FC Project No:	2G40-028-012		Utility Relocation	Feb-17	Oct-18 Feb-19	
	Program:			Construction	Sep-18	Jul-19 Nov-19	
	TPP No:						
	Other Project No:	RSPI01-01400					
Project is funded by Commercial and Industrial revenues and endorsed by the BOS on 3/23/10. Level 3 mobilizing for relocation of their facilities with anticipated completion in February 2019. Schedule adjusted to solicit construction bids, instead of using an on-call contract as originally anticipated due to final cost estimate for the project.							

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 50 Walkway from 8301 Arlington Boulevard to Gallows Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Project Initiation	\$ 1.39M	\$.7M	C & I	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Askarzadeh, Negin		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Contrust approximately 2500 LF of 6-foot walkway along southbound side of Route 50	FC Project No:	2G40-088-039		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	88				
	Other Project No:					
Project scoping and initial coordination in progress. Anticipate completing scope and forwarding for design in spring 2019.						

Route 50 Walkway at Bear Branch Pedestrian Bridge	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Project Initiation	\$.65M	\$.65M	C & I	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Roberson, Jeanmarie		Design	TBD	TBD
Scope: Approximately 140 LF of walkway and a pedestrian bridge on the souths side of Route 50	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-088-074		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	87.03				
	Other Project No:					
Survey is in progress.Task order negotiations are in progress. Schedule to be determined after survey is completed and task order contract is approved which is anticipated in spring 2019.						

Route 50 Walkway from Annandale Road to Cherry Street	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Construction	\$.659M	\$.764M	RSTP, CMAQ	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	El Kaissi, Mohamad		Design	Oct-13	May-17
Scope: Approximately 1,310 LF of sidewalk and trail on north side of Route 50	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-16	Apr-17
	FC Project No:	AA1400059-12		Utility Relocation	Jul-17	Apr-18
	Program:	RT50		Construction	Jul-18	Jan-20
	TPP No:					
	Other Project No:	RT50-059; UPC 108501				
Construction award on 1/3/19. Construction NTP issued on 2/11/19. Project construction is bundled with Project #1400060-2012, Route 50 Sidewalk from Meadow Lane to Linden Lane.						

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 50 Walkway from Blake Lane to Stonehurst Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Project Initiation	\$.85M	\$.85M	C & I	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Ayers, Robert		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Approximately 660 LF of 10-foot wide asphalt trail with wayfinding signs	FC Project No:	2G40-088-072		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	87.01				
	Other Project No:					
Field visit 9/28/18. Design survey request sent 10/9/18. Survey underway by County, expected April 2019. Proposal received from consultant on 12/6/18. Comments returned 1/9/19. Revised proposal received 1/22/19. Comments returned to consultant on 2/6/19. Proposed pedestrian crossing at intersection to be re-examined after receipt of survey data. Schedule to be developed after task order contract is approved and field survey information is reviewed which is anticipated in spring 2019.						

Route 50 Walkway from Cedar Hill Road to Allen Street	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Bid Advertisement	\$ 1.029M	\$ 1.034M	RSTP, CMAQ	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	Oct-13	Jun-17
Scope: Approximately 1,400 LF of sidewalk and trail on north side of Route 50	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	AA1400055-12		Utility Relocation	Jan-17	Apr-18
	Program:	RT50		Construction	Aug-18	Oct-19
	TPP No:					
	Other Project No:	RT50-055; UPC 108499				
Authorization to bid received on 8/31/18. VDOT construction award authorization received on 1/22/19. Bid opening held on 10/16/18. Project Construction Bid Package is bundled with Project #1400056-2012, Route 50 Sidewalk from Graham Road to Woodley Lane.						

Route 50 Walkway from Cedar Lane to Prosperity Avenue	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	50	Project Initiation	\$ 1.7M		\$ 1.7M		C & I		
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
	Project Manager:	Roberson, Jeanmarie		Design		TBD		TBD	
Lead Agency:	Fairfax County Department of Transportation	Land Acquisition		TBD		TBD			
Scope: Approximately 1190 LF of 10-foot wide walkway on the north side of Route 50 with bus stop accessibility improvements	FC Project No:	2G40-088-075		Utility Relocation		TBD		TBD	
	Program:			Construction		TBD		TBD	
	TPP No:	87.04							
	Other Project No:								
Survey in progress.Task order negotiations in progress. Schedule to be determined after survey is completed and task order contract is approved which is anticipated in spring 2019.									

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 50 Walkway from Chichester Lane to Cedar Lane	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Project Initiation	\$.9M	\$.9M	C & I	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Roberson, Jeanmarie		Design	TBD	TBD
Scope: Approximately 755 LF of 5-foot wide concrete sidewalk on the south side of Route 50 frontage road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-088-076		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	87.05				
	Other Project No:					
Survey in progress.Task order negotiations in progress. Schedule to be determined after survey is completed and task order contract is approved which is anticipated in spring 2019.						

Route 50 Walkway from Lindenwood Lane to Nutley Street	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	50	Project Initiation	\$.75M		\$.75M	C & I	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date	End Date
	Project Manager:	Ayers, Robert		Design		Feb-19	TBD
Scope: Approximately 360 LF of 8 to 10-foot of walkway along north side of Route 50 with signalized crosswalks and wayfinding signs	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD	TBD
	FC Project No:	2G40-088-073		Utility Relocation		TBD	TBD
	Program:			Construction		TBD	TBD
	TPP No:	87.02					
	Other Project No:						
Most of project is in a floodplain and ponding stream. Re-evaluating scope after survey completion. Proposal to perform survey only for design and for floodplain considerations received 11/20/18. Comments returned on 1/9/19. Revised proposal received on 1/23/19 is acceptable. Task order approved 2/6/19. Schedule to be developed after survey is completed which is anticipated in March 2019.							

Route 50 Walkway from Meadow Lane to Linden Lane	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	50	Construction	\$.739M		\$.651M		RSTP, CMAQ		
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date	
	Project Manager:	Nabavi, Seyed		Design		Oct-13		Jun-17	
Scope: Approximately 600 LF of sidewalk and trail on north side of Route 50	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		NA		NA	
	FC Project No:	AA1400060-12		Utility Relocation		Apr-17		Apr-18	
	Program:	RT50		Construction		Jul-18		Jan-20	
	TPP No:								
	Other Project No:	RT50-060; UPC 108495							
Construction award 1/3/19. Construction NTP issued in 2/11/19. Project construction is bundled with Project #1400059-2012, Route 50 Sidewalk from Annandale Road to Cherry Street.									

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 50 Walkway from Westcott Street to Annandale Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Construction	\$ 2.095M	\$ 2.058M	RSTP, CMAQ	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	Oct-13	Jun-17
Scope: Approximately 2,800 LF of sidewalk and trail on north side of Route 50	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	AA1400058-12		Utility Relocation	Apr-17	Aug-18
	Program:	RT50		Construction	Jun-18	Sep-19 Aug-19
	TPP No:					
	Other Project No:	RT50-058; UPC 108498				
Award authorization received on 9/19/18. Construction NTP issued on 12/3/18. Construction 10% complete.						

Route 50 Widening from Cedar Hill Road to Annandale Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type		
	50	On-Hold	\$ 47.5M		\$ 5M		NVTA Local		
District(s): Mason, Providence	Project Type:	Primary Road	Schedule	Phase		Start Date		End Date	
	Project Manager:	Abifadel, Gibran		Design		TBD		TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		TBD		TBD	
Scope: Widen Route 50 inside the Beltway from 4 to 6 lanes, including intersection improvements and pedestrian and bicycle facilities	FC Project No:	DOT-000030		Utility Relocation		TBD		TBD	
	Program:			Construction		TBD		TBD	
	TPP No:	69							
	Other Project No:								
Partial funding for environmental analysis and preliminary engineering only. Project is on hold until I-66 Express Lanes project is completed and new traffic patterns are established. District offices have been updated on status.									

Route 50/Allen Street	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Construction	\$.258M	\$.358M	RSTP, CMAQ	
District(s): Mason, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	El Kaissi, Mohamad		Design	Oct-13	Jun-17
Scope: Pedestrian intersection and bus stop improvements	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Nov-16	May-17
	FC Project No:	AA1400052-12		Utility Relocation	NA	NA
	Program:	RT50		Construction	Nov-17	Jan-19 Apr-19
	TPP No:					
	Other Project No:	RT50-052; UPC 108494				
Project construction bundled with Project #1400057, Route 50 Sidewalk from Woodlawn Avenue to Church. Construction is 85% complete. Schedule adjusted to match construction contract duration.						

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 50/Wayne Road/Woodlawn Avenue	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	50	Complete	\$ 1.636M	\$ 1.686M	RSTP, CMAQ	
District(s): Mason, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Roberson, Jeanmarie		Design	Oct-13	Jan-17
Scope: Pedestrian intersection and 850' of sidewalk improvements	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-16	Nov-16
	FC Project No:	AA1400053-12		Utility Relocation	NA	NA
	Program:	RT50		Construction	Sep-17	Oct-18 Sep-18
	TPP No:					
	Other Project No:	RT50-053; UPC 108502				
Construction substantially complete 9/25/18.						

Route 7 Walkway North Side under Route 123	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	7	Complete	\$ 2.304M	\$ 2.304M	CMAQ	
District(s): Hunter Mill, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Hojatzadeh, Max		Design	Apr-13	Jun-16
Scope: Approximately 1,100 LF of sidewalk on the north side of Route 123 under the Route 123 interchange	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	AA1400069-12		Utility Relocation	Jul-17	Nov-17
	Program:	DCBPA		Construction	Jan-17	Sep-18
	TPP No:					Oct-18
	Other Project No:	DCBPA-069; UPC 103280				
Construction substantially complete 10/24/18. Ribbon cutting ceremony held on 1/3/19.						

Route 7 Walkway South Side under Route 123	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	7	Complete	\$ 2.405M	\$ 2.405M	CMAQ	
District(s): Hunter Mill, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Hojatzadeh, Max		Design	Apr-13	May-16
Scope: Approximately 800 LF of sidewalk on the south side of Route 7 under the Route 123 interchange	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	AA1400070-12		Utility Relocation	Jul-17	Nov-17
	Program:	DCBPA		Construction	Jan-17	Sep-18
	TPP No:					Aug-18
	Other Project No:	DCBPA-070; UPC 103281				
Construction substantially completed ahead of schedule on 8/24/18. Ribbon cutting ceremony held on 1/3/19.						

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 7 Widening from I-66 to I-495 (Study Only)	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	7	Study	\$.25M	\$.25M	C & I	
District(s): Dranesville, Providence	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Borkowski, Tad		Design	TBD Oct-18	TBD May-19
Scope: Study widening Route 7 from I-66 to I-495, including potential BRT lanes	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	2G40-150-000		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:					
Traffic data collection is complete. Consultant is preparing typical cross-sections and establishing centerline. Coordination with NVTC BRT study on-going.						

Route 7 Widening from Route 123 to I-495 (Study Only)	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	7	Study	\$.65M	\$.65M	C & I	
District(s): Providence	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Borkowski, Tad		Design	Sep-12	TBD
Scope: Conceptual design and traffic operations study to determine future cross section	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
	FC Project No:	2G40-035-001		Utility Relocation	NA	NA
	Program:			Construction	NA	NA
	TPP No:					
	Other Project No:					
Ground survey and traffic data collection are complete, and the consultant is preparing future lane configurations. NVTC finalized and published results of BRT study in December 2016. Additional BRT study is underway to locate BRT stations, ROW needs, and set alignment. BRT study should be completed by end of 2019.						

Route 7/Route 123 Interchange (Study Only)	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	7	Study	\$.35M		\$.35M	C & I	
District(s): Hunter Mill, Providence	Project Type:	Primary Road	Schedule	Phase		Start Date	End Date
	Project Manager:	Borkowski, Tad		Design		Sep-12	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		NA	NA
Scope: Conceptual design and traffic operations study to determine future interchange configuration or at-grade intersection configuration	FC Project No:	2G40-035-002		Utility Relocation		NA	NA
	Program:			Construction		NA	NA
	TPP No:						
	Other Project No:						
Evaluating a two-quadrant intersection with and without the cap (i.e., elevated pedestrian plaza), and a continuous flow intersection with cap. Analyzing land use and roadway connectivity for potential Bus Rapid Transit in Tysons in relation to the intersection alternatives. Preferred option analysis and 15% design should be completed by the end of 2019, dependent on final stakeholder outreach plan that is being finalized and anticipated to occur in spring 2019.							

Providence District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Scotts Run Walkway	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Construction	\$ 4.566M	\$ 4.566M	RSTP	
District(s): Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Dresser, John		Design	Jul-15	Aug-18
	Lead Agency:	Fairfax County Park Authority				
Scope: Construct approximately 2,500 LF of asphalt walkway through Scotts Run Stream Valley Park	FC Project No:	AA1400107-13		Land Acquisition	Feb-18	Jun-18
	Program:	TMSAMS		Utility Relocation	Aug-18 Oct-18	Nov-18 May-19
	TPP No:			Construction	Jan-19	Sep-20 May-20
	Other Project No:	TMSAMS-107; UPC 104293				
	Utility relocation authorized 10/14/18. Bid advertisement 1/17/19. Bid opening 3/5/19. Schedule adjusted because VDOT approval to advertise for bids took longer than anticipated.					

Seven Corners Interchange Improvements	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Project Initiation	\$ 95M	\$ 4.35M	RSTP, NVTA Local	
District(s): Mason, Providence	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	CPTED, To Be Determined		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Interchange improvements	FC Project No:	2G40-076-000		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	9				
	Other Project No:					
Partial funding for study and alternatives analysis. Continuing work on follow-on motions the Board adopted with the Comprehensive Plan Amendment. As of July 2018, NVTA approved \$1.35 million in RSTP funds. County has additional \$3 million in local funding available for Phase 1A Segment 1A (new road connecting Route 50 westbound on-ramp with a bridge over Route 50 to Sleepy Hollow Road, with a project estimate of \$95 million). County continues to apply to state and regional sources for additional funds.						

Tysons Wayfinding Signage	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Design	\$.125M	\$.125M	C & I	
District(s): Dranesville, Providence	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wynands, Nicole		Design	Aug-17	Oct-18 Apr-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	NA	NA
Scope: Installation of bicycle wayfinding signage in the Tysons area and surrounding neighborhoods	FC Project No:	AA1400126-13		Utility Relocation	NA	NA
	Program:	TMSAMS		Construction	Dec-18 Apr-19	Jun-19 Aug-19
	TPP No:					
	Other Project No:	TMSAMS-126				
The pre-final design comments from VDOT are being addressed. Final design will be send to VDOT in April 2019. Schedule adjusted to accommodate additional VDOT plan review.						

Springfield District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Burke Road from Aplomado Drive to Parakeet Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	652	Design	\$ 8M		\$.75M	NVTA Local
District(s): Springfield	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Roberson, Jeanmarie		Design	Dec-16	Aug-19 TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Jan-19 TBD	Sep-19 TBD
Scope: Realign Burke Road to eliminate hazardous curve and upgrade storm drainage facilities at stream crossing to minimize flooding	FC Project No:	2G40-087-003		Utility Relocation	Oct-19 TBD	Jun-20 TBD
	Program:			Construction	Aug-20 TBD	Jul-21 TBD
	TPP No:	23				
	Other Project No:					
In accordance with the 12/18/18 meeting with Supervisor and FCDOT, it was decided that an 8 foot walkway will be incorporated into the project along south side Burke Road from Parakeet Drive to Mill Cove Court. Contract design addendum in progress. Project schedule to be determined once the addendum is authorize which is anticipated in early March 2019.						

Center Road Walkway from West Springfield High School to Garden Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	777	Bid Advertisement	\$.9M		\$.8M	2014 Bonds	
District(s): Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: 667 LF of 5-foot sidewalk, including curb and gutter on south side of Center Road, storm drainage improvements, retaining wall, and potential road widening	Project Manager:	Madhusudhan, Galappa		Design	Dec-14	Aug-18 Jan-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Mar-17	Jun-17	
	FC Project No:	ST-000036-006		Utility Relocation	Dec-17	Aug-18 Sep-18	
	Program:			Construction	Nov-18 Mar-19	May-19 Sep-19	
	TPP No:	100					
	Other Project No:						
Final construction package is being prepared. Draft construction package submitted to UDCD on 1/31/19. VDOT permit received on 2/1/19. Affidavit of Nutrient Credit purchase received on 12/3/18. Utility relocation is complete. Construction schedule was adjusted due to additional comments made by VDOT Materials Section on the geotechnical report and delay in receiving VDOT comments.							

Fair Lakes Boulevard Walkway from Stringfellow Road to Retail Center	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	7735	Utility Relocation	\$.8M		\$.6M	2014 Bonds, Federal	
District(s): Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct 1,250 LF of 5-foot concrete sidewalk along the south side of Fair Lakes Boulevard	Project Manager:	El Kaissi, Mohamad		Design	Mar-15	May-18	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Mar-17	Apr-18	
	FC Project No:	5G25-060-026		Utility Relocation	May-18	Aug-18 Oct-18	
	Program:			Construction	TBD Apr-20	TBD Mar-21	
	TPP No:	116					
	Other Project No:						
Funding agreement was approved by the Board of Supervisors on 12/4/18 and sent to VDOT for execution on 12/14/18. Schedule was revised due to change in construction funding to federal funding.							

Springfield District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Fairfax County Parkway Widening from Route 29 to Route 123	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	286	Design	\$ 194.1M		\$ 144M	NVTA Local, Smart Scale Funding
District(s): Braddock, Springfield	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Qi, Maggie		Design	Aug-16	Nov-20
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Oct-19	Jan-21
Scope: Widen from 4 to 6 lanes, including Popes Head Road interchange and improvements to pedestrian and bicycle facilities	FC Project No:	DOT-000045		Utility Relocation	Oct-19	Jan-21
	Program:			Construction	Feb-21	Dec-23
	TPP No:	1, 51				
	Other Project No:	UPC 107937				
Public information meetings occurred in September 2018, October 2018, and January 2019. NEPA documents in progress. Addressing public comments and working on Interchange Justification Report and environment analysis. Design Public Hearing expected in mid 2019. Schedule shown is for Phase I only (Popes Head Road interchange). Schedule for Phase II (Fairfax County Parkway Widening) to be determined based on project funding procurement. Alternatives for intersection with Burke Centre Parkway are being evaluated.						

Hooes Road from Fairfax County Parkway to Silverbrook Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	636	Project Initiation	\$ 20.55M		\$ 15M	TBD	
District(s): Mount Vernon, Springfield	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Widen from 2 to 4 lanes, including pedestrian signal and pedestrian and bicycle facilities	FC Project No:	DOT-000055		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	55					
	Other Project No:						
Anticipate starting scoping and initial coordination in spring 2019.							

Hooes Road/Newington Forest Avenue	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	636	Bid Advertisement	\$ 1.15M		\$.2M		2014 Bonds	
District(s): Mount Vernon, Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase		Start Date		End Date
	Project Manager:	Nabavi, Seyed		Design		Jan-16	Oct-18 Jan-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition		Feb-18	Apr-18	
Scope: Construct 5-foot concrete sidewalk along the south side of Newington Forest Avenue from Treasure Tree Court to Hooes Road, including pedestrian signals and crosswalk	FC Project No:	5G25-060-011		Utility Relocation		May-18	Sep-18	
	Program:			Construction		Nov-18 Feb-19	Jun-19 Sep-19	
	TPP No:	337						
	Other Project No:							
VDOT permit received on 2/4/19. The project schedule adjusted due to longer than anticipated review time by VDOT to obtain signal design and hydraulics approval.								

Springfield District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Hunter Village Drive Bicycle Parking	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	6945	Project Initiation			C & I	
District(s): Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	TBD	TBD
Scope: Covered bicycle parking on the north end of Hunter Village Drive in the vicinity of Old Keene Mill Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000046		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	133				
	Other Project No:					
Project was on hold pending construction of Hunter Village Drive Shoulder Improvements, because the shoulder improvements had to be completed before the bicycle parking can be installed. Shoulder improvements are complete, and bicycle parking scoping to be finalized in spring 2019.						

Hunter Village Drive Walkway from Wentworth Place to Flax Street	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
		Design	\$.6M	\$.3M	C&I	
District(s): Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Construct 5-foot concrete sidewalk along the north side of Hunter Village Drive	Project Manager:	Madhusudhan, Galappa		Design	Dec-17	Nov-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Feb-19 Mar-19	Sep-19 Oct-19
	FC Project No:	2G40-088-038		Utility Relocation	TBD	TBD
	Program:			Construction	Jan-20	Jul-20
	TPP No:	134				
	Other Project No:					
Final design is in progress. Reviewing preliminary plats. Comments received from VDOT on 1/23/19 have been forwarded to consultant. Fairfax Water has reviewed the current plans and has no comments. Utility field inspection held on 1/23/19. Revised test hole data received on 10/29/18 and has been forwarded to the consultant.						

I-66 from I-495 Capital Beltway to University Boulevard in Gainesville	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	66	Design-Build	\$ 3218M	\$ 3218M	Federal, State, Private	
District(s): Braddock, Hunter Mill, Providence, Springfield, Sully	Project Type:	Interstate	Schedule	Phase	Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design	Jul-14	Dec-16 Oct-19
Scope: 2 Express and 3 general purpose lanes in each direction, including rapid bus service, a parallel trail, and safety, operational, and interchange improvements	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD Apr-18	TBD
	FC Project No:	DOT-000015		Utility Relocation	TBD Apr-18	TBD
	Program:			Construction	Nov-17	Dec-22
	TPP No:	3				
	Other Project No:	UPC 110741, 110496, 108491				
FCDOT provided comments on the IJR re-evaluation draft report for the 2040 traffic analysis in January 2019. Coordination in progress for evaluating other locations for maintenance facility and salt dome.						

Springfield District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Lee Chapel Road Walkway from Britford Drive to Burke Lake Road	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	643	Design	\$ 2M	\$ 1.2M	C & I	
District(s): Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Nabavi, Seyed		Design	Apr-15	Sep-18 Mar-19
Scope: Approximately 1,600 LF of sidewalk on west side of Lee Chapel Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-17	Feb-18
	FC Project No:	5G25-060-030		Utility Relocation	Mar-18	Aug-18
	Program:			Construction	Sep-18 Apr-19	Jun-19 Apr-20
	TPP No:	144				
	Other Project No:					
Final plans submitted to VDOT Materials on 1/8/19. Schedule adjusted due to additional soil borings and testing required for the retaining wall and longer review time by VDOT Materials. Utility relocations are complete. Streetlight removal and installation to be done during construction.						

Old Keene Mill Road Bike Shoulders	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	644	Project Initiation			\$ 9.1M	C & I	
District(s): Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Wells, Chris		Design	TBD	TBD	
Scope: Provide bicycle infrastructure between Lee Chapel Road and Spring Road	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
	FC Project No:	2G40-088-046		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	158					
	Other Project No:						
Estimate to be determined. Project scoping and initial coordination is complete. Evaluating available funding before forwarding for design. Funding recommendations will be made in spring 2019.							

Post Forest Drive from Legato Road to Black Ironwood Drive	Route Number	Status	Current Estimate (Mil \$)	Total Funding (Mil \$)	Funding Type	
	7435	On-Hold	\$.65M	\$.3M	C & I	
District(s): Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
Scope: Construct approximately 500 LF of 6-foot concrete sidewalk along the south side of Post Forest Drive from Legato Road to 210 LF west of Cedar Forest Drive	Project Manager:	Turner, Latesa		Design	Sep-16	Jun-19 TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-18 TBD	Mar-19 TBD
	FC Project No:	5G25-060-032		Utility Relocation	Mar-19 TBD	Jun-19 TBD
	Program:			Construction	Aug-19 TBD	Jan-20 TBD
	TPP No:	163				
Other Project No:						
Project on hold pending discussions with VDOT and disposition of the proposed the I-66/Random Hills Road trail project that is part of the I-66 Express Lanes project.						

Springfield District Project Report for February 2019

Project	Status and Details		Funding and Schedule				
Rolling Road VRE Parking Expansion	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	638	Design	\$ 2M		\$ 1.1M	C & I	
District(s): Braddock, Springfield	Project Type:	Transit	Schedule	Phase	Start Date		End Date
	Project Manager:	Fasceski, Jeff		Design	TBD Aug-18		TBD Jun-21
Scope: Surface parking lot expansion	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD Aug-20		TBD Feb-21
	FC Project No:	2G40-055-000		Utility Relocation	TBD		TBD
	Program:			Construction	TBD Dec-21		TBD Sep-22
	TPP No:	358					
	Other Project No:						
Intermediate design in progress. There is potential off-site stormwater work downstream of the station that could require SWM easements.							

Rolling Road Widening (Old Keene Mill Road Intersection Improvements)	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	638	Design	\$ 4.755M		\$ 4.755M	Secondary, NVTA Regional	
District(s): Braddock, Springfield	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
Scope: Improvements to the Old Keene Mill Road and Rolling Road intersection	Project Manager:	Chellappa, Smitha		Design	Feb-16	Nov-18 Apr-19	
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Nov-18 Apr-19	May-19 Oct-19	
	FC Project No:	DOT-000091		Utility Relocation	Jun-19 Oct-19	Jan-20 Apr-20	
	Program:			Construction	Feb-20 Apr-20	Oct-20 Apr-21	
	TPP No:	58					
	Other Project No:	UPC 109814					
Dual left turn lanes and a dedicated right turn lane will be provided on northbound Rolling Road. 30% design completed. Design Public Hearing held on 2/27/18. Board endorsed public hearing plans on 7/31/18. Design completion date delayed due to comments regarding conflicts with existing utilities received at the Utility Field Inspection (UFI) meeting held in November 2018. A pavement design update was required to address utility conflicts. Schedule has been adjusted accordingly.							

Rolling Road Widening from Viola Street to Old Keene Mill Road	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	638	Design	\$ 56.826M		\$ 51.605M	Secondary, NVTA Regional	
District(s): Springfield	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
Scope: Widen Rolling Road from 2 to 4 lanes between with signal upgrades, pedestrian,bicycle and access management improvements	Project Manager:	Chellappa, Smitha		Design	Feb-16	Nov-18 May-19	
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Feb-19 May-19	Nov-20 Feb-21	
	FC Project No:	DOT-000024		Utility Relocation	Nov-20 Dec-20	Jul-22	
	Program:			Construction	Oct-22 Aug-22	Oct-24 Dec-24	
	TPP No:	58					
	Other Project No:	UPC 5559					
Design in progress. 30% plans submitted for review and comments in January 2018. Design Public Hearing held on 2/27/18. Board endorsed public hearing plans on 7/31/18. Design completion date delayed due to comments regarding conflicts with existing utilities received from utility companies at the Utility Field Inspection (UFI) meeting held in November 2018. Schedule has been adjusted accordingly.							

Springfield District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Rolling Valley Connector Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
		Study	\$ 1.4M		\$.25M	TBD
District(s): Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
Scope: Construct new shared-use path from Rolling Valley Park-and-Ride Lot to Pohick Stream Valley Park	FC Project No:	DOT-000083		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:	226				
	Other Project No:					
Anticipate starting scoping and initial coordination in spring 2019.						

Route 28 from Prince William County Line to Route 29	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	28	Design	\$ 76.625M		\$ 68.83M	NVTA Regional, RSTP, SmartScale	
District(s): Springfield, Sully	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Beall, James		Design	Jan-16	Oct-18 TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Widen Route 28 from 4 lanes to 6 lanes	FC Project No:	2G40-100-000		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	62					
	Other Project No:						
Traffic study and geotechnical analysis submitted to VDOT 10/8/18. NEPA support documents are being finalized. VDOT approved noise and air studies in February 2019. Consultant is reviewing VDOT and FCDOT comments on 30% plans received 12/11/18. Project is anticipated to be Design-Build delivery. Design will go through preliminary phase only. Release of Design Build RFP scheduled on 2/25/19 and RFP on 5/13/19. Public meeting tentatively set for 3/12/19.							

Route 29 from Pickwick Road to Buckley's Gate Drive Phase 1	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	29	Complete	\$ 1.279M		\$ 1.279M	C & I	
District(s): Springfield, Sully	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Guarino, Michael		Design	Jul-17	Feb-18	
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	NA	NA	
Scope: Widen Route 29 from 5 to 6 lanes from Pickwick Road to Union Mill Road	FC Project No:	DOT-000028		Utility Relocation	Jan-18	Jun-18	
	Program:			Construction	Feb-18	Dec-18 Oct-18	
	TPP No:	66.01					
	Other Project No:	UPC 110330; 0029-029-351					
Construction completed 10/31/18.							

Springfield District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 29 from Pickwick Road to Buckley's Gate Drive Phase 2	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	29	Design	\$ 66.974M		\$ 66.974M	C & I, State
District(s): Springfield, Sully	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Hamidi, AJ		Design	Jan-18	Apr-21
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Apr-21	Jul-22
Scope: Widen Route 29 from 4 to 6 lanes, including pedestrian and bicycle facilities, from Union Mill Road to Buckley's Gate Drive	FC Project No:	DOT-000028		Utility Relocation	Aug-20	Aug-21
	Program:			Construction	Jul-22	Jul-24
	TPP No:	66.02				
	Other Project No:	UPC 110329; 0029-029-350				
Design in progress. PIM held 9/12/18. Public Hearing anticipated in spring 2019.						

Route 50 Trail from West Ox Road to Fair Ridge Drive	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	50	Design	\$ 1.15M		\$ 1.4M	2014 Bonds	
District(s): Springfield	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date		End Date
Scope: Construct 5-foot concrete sidewalk on south side of Route 50, up off ramp to West Ox Road, and terminating in Fairfax Town Center parking lot	Project Manager:	Turner, Latesa		Design	Oct-16	May-19 Aug-19	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Sep-18 Feb-19	Mar-19 Jul-19	
	FC Project No:	ST-000037-005		Utility Relocation	Mar-19 Apr-19	Jul-19	
	Program:			Construction	Jul-19 Sep-19	Apr-20	
	TPP No:	357					
	Other Project No:						
Final design in progress. Project plats are under review. Schedule adjusted due to re-design of sidewalk alignment to avoid underground electric utility.							

Shirley Gate Road from Braddock Road to Fairfax County Parkway	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	655	Design	\$ 51M		\$ 30M	Local Fund	
District(s): Braddock, Springfield	Project Type:	Secondary Road	Schedule	Phase		Start Date	End Date
	Project Manager:	Qi, Maggie		Design		Jan-18	Sep-19
	Lead Agency:	Capital Facilities				TBD	TBD
Scope: Extend 4-lane divided Shirley Gate Road from Braddock Road to Fairfax County Parkway, including pedestrian and bicycle facilities	FC Project No:	2G40-079-000		Land Acquisition		TBD	TBD
	Program:			Utility Relocation		TBD	TBD
	TPP No:	18		Construction		TBD	TBD
	Other Project No:						
	Planning study completed. Project has been transitioned to the preliminary engineering and conceptual design phase to help define the overall project configuration. Survey completed. Preliminary studies may include environmental assessments, geotechnical studies, hydro logic/hydraulic analyses, and traffic studies.						

Sully District Project Report for February 2019

Project	Status and Details		Funding and Schedule				
Braddock Road Walkway from Carlbarn Drive to Clubside Lane	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	620	Utility Relocation	\$.8M		\$.35M	2014 Bonds	
District(s): Sully	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Dresser, John		Design	Feb-16	Feb-19	Jan-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Oct-17	Nov-18	Oct-18
Scope: Construct approximately 1,150 LF of 5-foot concrete sidewalk along the south side of Braddock Road	FC Project No:	5G25-060-022		Utility Relocation	Apr-18	Dec-18	Aug-19
	Program:			Construction	Feb-19	Sep-19	
	TPP No:	95			Sep-19	Apr-20	
	Other Project No:						
VDOT permit received 2/4/19. Land acquisition completed on 10/17/18. Project will require two phases of construction. First phase is to relocate fence in April 2019 to allow for gas line relocation completion. Second phase will complete the sidewalk installation. Construction schedule in this report reflects Phase 2 Construction. Final construction completion date was delayed, due to gas line relocation delays.							

Compton Road from East of Pumping Station to Route 28	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	658	Project Initiation	\$ 1.4M		\$ 1.4M	C & I	
District(s): Sully	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
	Project Manager:	Stevens, Daniel		Design	TBD	TBD	
	Lead Agency:	Capital Facilities, DPWES		Land Acquisition	TBD	TBD	
Scope: Construct walkway on north side of Compton Road from existing walkway west of Hartwood Lane to existing walkway west of UOSA pumping station.	FC Project No:	2G40-088-020		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	110					
	Other Project No:						
Project scoping and initial coordination in progress. Anticipate completing scoping and forwarding for design summer 2019.							

Compton Road from Mt. Olive Road to Cub Run Stream Valley Trail	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	658	Project Initiation	\$ 3M		\$ 3M	C & I	
District(s): Sully	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date	
Scope: Construct walkway on north side of Compton Road. Crosswalk to Bull Run Regional Park, connections to Blue Post Road and existing sidewalks on Mt. Olive Road	Project Manager:	Stevens, Daniel		Design	TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
	FC Project No:	2G40-088-021		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	111					
	Other Project No:						
Project scoping and coordination in progress. Coordination with I-66 Express Lanes Outside the Beltway project. Anticipate completing scoping and forwarding for design in fall 2019.							

Sully District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
I-66 @ Route 28 Interchange Improvements	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	66	Design-Build				Federal, State, Private
District(s): Sully	Project Type:	Interstate	Schedule	Phase	Start Date	End Date
	Project Manager:	Xiong, Yuqing		Design	NA	NA
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	NA	NA
Scope: Modify interchange at I-66 and Route 28 to enhance safety and improve capacity	FC Project No:	DOT-000014		Utility Relocation	NA	NA
	Program:			Construction	NA	NA
	TPP No:	3				
	Other Project No:	UPC 0741, 110496, 108491				
Project has been incorporated into Transform I-66 Outside the Beltway project. Removal of four signals from Route 28 is anticipated to be complete by summer 2020, and overall project completion is anticipated in December 2022. Scope also includes relocation of EC Lawrence Park entrance to Stonecroft Boulevard with overpass over Route 28, connecting to Poplar Tree Road.						

I-66 from I-495 Capital Beltway to University Boulevard in Gainesville	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	66	Design-Build	\$ 3218M		\$ 3218M	Federal, State, Private	
District(s): Braddock, Hunter Mill, Providence, Springfield, Sully	Project Type:	Interstate	Schedule	Phase	Start Date	End Date	
	Project Manager:	Xiong, Yuqing		Design	Jul-14	Dec-16 Oct-19	
Scope: 2 Express and 3 general purpose lanes in each direction, including rapid bus service, a parallel trail, and safety, operational, and interchange improvements	Lead Agency:	Virginia Department of Transportation		Land Acquisition	TBD Apr-18	TBD	
	FC Project No:	DOT-000015		Utility Relocation	TBD Apr-18	TBD	
	Program:			Construction	Nov-17	Dec-22	
	TPP No:	3					
	Other Project No:	UPC 110741, 110496, 108491					
FCDOT provided comments on the IJR re-evaluation draft report for the 2040 traffic analysis in January 2019. Coordination in progress for evaluating other locations for maintenance facility and salt dome.							

Pleasant Valley Road Walkway from North of Ellick Run to DVP Power Lines	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)		Funding Type	
	609	Design	\$ 4.75M		\$ 3.8M		2014 Bonds	
District(s): Sully	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date		End Date	
	Project Manager:	Fasceski, Jeff		Design	TBD Jan-18		TBD Nov-20	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD Sep-19		TBD Apr-20	
Scope: Construct approximately 4,650 LF of 10-foot wide asphalt shared-use path along the east side of Pleasant Valley Road	FC Project No:	ST-000036-013		Utility Relocation	TBD		TBD	
	Program:			Construction	TBD Nov-20		TBD Nov-21	
	TPP No:	162						
	Other Project No:							
Intermediate design distributed to VDOT for review 2/1/19.								

Sully District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 28 from Prince William County Line to Route 29	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	28	Design	\$ 76.625M		\$ 68.83M	NVTA Regional, RSTP, SmartScale
District(s): Springfield, Sully	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date
	Project Manager:	Beall, James		Design	Jan-16	Oct-18
	Lead Agency:	Fairfax County Department of Transportation			TBD	TBD
Scope: Widen Route 28 from 4 lanes to 6 lanes	FC Project No:	2G40-100-000		Land Acquisition	TBD	TBD
	Program:			Utility Relocation	TBD	TBD
	TPP No:	62		Construction	TBD	TBD
	Other Project No:					
Traffic study and geotechnical analysis submitted to VDOT 10/8/18. NEPA support documents are being finalized. VDOT approved noise and air studies in February 2019. Consultant is reviewing VDOT and FCDOT comments on 30% plans received 12/11/18. Project is anticipated to be Design-Build delivery. Design will go through preliminary phase only. Release of Design Build RFP scheduled on 2/25/19 and RFP on 5/13/19. Public meeting tentatively set for 3/12/19.						

Route 29 from Pickwick Road to Buckley's Gate Drive Phase 1	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	29	Complete	\$ 1.279M		\$ 1.279M	C & I	
District(s): Springfield, Sully	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Guarino, Michael		Design	Jul-17	Feb-18	
Scope: Widen Route 29 from 5 to 6 lanes from Pickwick Road to Union Mill Road	Lead Agency:	Virginia Department of Transportation		Land Acquisition	NA	NA	
	FC Project No:	DOT-000028		Utility Relocation	Jan-18	Jun-18	
	Program:			Construction	Feb-18	Dec-18 Oct-18	
	TPP No:	66.01					
	Other Project No:	UPC 110330; 0029-029-351					
Construction completed 10/31/18.							

Route 29 from Pickwick Road to Buckley's Gate Drive Phase 2	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	29	Design	\$ 66.974M		\$ 66.974M	C & I, State	
District(s): Springfield, Sully	Project Type:	Primary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	Hamidi, AJ		Design	Jan-18	Apr-21	
	Lead Agency:	Virginia Department of Transportation		Land Acquisition	Apr-21	Jul-22	
Scope: Widen Route 29 from 4 to 6 lanes, including pedestrian and bicycle facilities, from Union Mill Road to Buckley's Gate Drive	FC Project No:	DOT-000028		Utility Relocation	Aug-20	Aug-21	
	Program:			Construction	Jul-22	Jul-24	
	TPP No:	66.02					
	Other Project No:	UPC 110329; 0029-029-350					
Design in progress. PIM held 9/12/18. Public Hearing anticipated in spring 2019.							

Sully District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Route 29 Trail (proffer)	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
	29	Project Initiation	\$.334M		\$.334M	Proffer
District(s): Sully	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Wells, Chris		Design	TBD	TBD
Scope: Missing segments from Stringfellow Road to Prince William County Line	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	DOT-000029		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:					
Project is part of the Third Four-Year Transportation Program approved by the BOS on 7/10/12. Proffer funds are now available. Proffer will be utilized for the I-66 Express Lanes Outside the Beltway trail project. Trail project expected to be completed with I-66 Express Lanes project in 2022.						

Stone Road Overpass over I-66 from Route 29 to Route 28	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	662	On-Hold	\$ 81.55M			TBD	
District(s): Sully	Project Type:	Secondary Road	Schedule	Phase	Start Date	End Date	
	Project Manager:	TBD, To Be Determined		Design	TBD	TBD	
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD	
Scope: Construct 4-lane divided road between Stone Road at Route 29 and New Braddock Road, including shared-use path and bridges over I-66 and Big Rocky Run	FC Project No:	DOT-000051		Utility Relocation	TBD	TBD	
	Program:			Construction	TBD	TBD	
	TPP No:	19					
	Other Project No:						
Project on hold until funding becomes available.							

Stonecroft Boulevard Widening	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	8460	Construction	\$.692M		\$.692M	Developer	
District(s): Sully	Project Type:	Secondary Road	Schedule	Phase	Start Date		End Date
	Project Manager:	Vanzandt, Mark		Design	Aug-05		TBD
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Apr-07		Jan-08
Scope: Widen 800 LF of Stonecroft Boulevard to 6 lanes from Conference Center Drive to Westfields Boulevard	FC Project No:	2G25-062-000		Utility Relocation	TBD NA		TBD NA
	Program:			Construction	TBD		TBD
	TPP No:						
	Other Project No:						
Construction to be managed by developer. WBOA finalizing agreement and cash bonding option with Marriott. County Bonds and Agreements package approved. The completion date was changed to TBD in June 2015 due to ongoing issues the developer is having moving the project to construction. Outstanding issues include modified escrow agreement with VDOT, final VDOT approval, and availability of contractor to perform the work.							

Sully District Project Report for February 2019

Project	Status and Details		Funding and Schedule			
Sully District Civil War Cycle Tour	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type
		Project Initiation			\$.13M	Federal, State
District(s): Sully	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date	End Date
	Project Manager:	Askarzadeh, Negin		Design	TBD	TBD
Scope: Installat wayfinding signs and interpretve markers at historic sites	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	TBD	TBD
	FC Project No:	AA1400042-11		Utility Relocation	TBD	TBD
	Program:			Construction	TBD	TBD
	TPP No:					
	Other Project No:	EN09-029-119, P101, C501				
Detailed maps for interpretive markers submitted to VDOT in preparation of NEPA document. Coordination with FCPA is in progress to obtain letter of permission for installations on FCPA property.						

West Ox Road Trail from Penderbrook Road to Route 50	Route Number	Status	Current Estimate (Mil \$)		Total Funding (Mil \$)	Funding Type	
	608	Design	\$ 1.1M		\$.995M	2014 Bonds	
District(s): Sully	Project Type:	Bicycle/Pedestrian	Schedule	Phase	Start Date		End Date
	Project Manager:	Marsh, Dennis		Design	Jun-17		Nov-19
	Lead Agency:	Fairfax County Department of Transportation		Land Acquisition	Dec-18 Nov-18		Aug-19
Scope: Install approximately 1,900 LF of 6 foot concrete walkway along southbound West Ox Road from Ox Hill Road to Route 50	FC Project No:	5G25-063-005		Utility Relocation	Aug-19 Jan-19		Jan-20
	Program:			Construction	Jan-20		Dec-20
	TPP No:	356					
	Other Project No:						
Final design in progress. LAD NTP on 11/27/18. Land rights on 0 of 3 properties have been acquired. A utility handhole relocation for XO and a Cox guy wire adjustment within existing right of way are required. SWM approved by LDS. TMP and Signage and Marking plans approved.							



County of Fairfax
Department of Transportation
4050 Legato Road, Suite 400
Fairfax, Virginia 22033
Phone: (703) 877-5600 TTY: 711 Fax: (703) 877-5723

Board Agenda Item
March 19, 2019

10:20 a.m.

Matters Presented by Board Members

11:10 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. *670 HCR Properties Arden Courts of Annandale VA, LLC v. County of Fairfax, Virginia*, Case No. CL-2017-0018202 (Fx. Co. Cir. Ct.) (Mason District)
 - 2. *Randon Millir v. Virginia Department of Social Services and Fairfax County Department of Family Services*, Case No. CL-2018-0013656 (Fx. Co. Cir. Ct.)
 - 3. *Matthew Skarlatos v. Patricia Trott Skarlatos, individually and as Personal Representative of the Estate of Paul Skarlatos, and Fairfax County Police Department*, Case No. 2018-0016120 (Fx. Co. Cir. Ct.)
 - 4. *Elton Cansler v. Alan A. Hanks, Edwin C. Roessler Jr., and Fairfax County*, Case No. 18-1196 (U.S. Ct. of App. for the Fourth Cir.)
 - 5. *Justin Reed v. Fairfax County*, Case No. 1:18-cv-1454 (E.D. Va.)
 - 6. *Jonathan L. Kaminski v. Fairfax County, Virginia and William E. Hauda, II, MD*, Case No. CL-2018-0013581 (Fx. Co. Cir. Ct.)
 - 7. *Mary Ann Johnson v. Elizabeth Ann Proper*, Case No. GV19-003053 (Fx. Co. Gen. Dist. Ct.)
 - 8. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Kenneth L. Mobley and Magnolia M. Mobley*, Case No. CL-2018-0012492 (Fx. Co. Cir. Ct.) (Dranesville District)
 - 9. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Brian K. Mason*, Case No. CL-2019-0002542 (Fx. Co. Cir. Ct.) (Lee District)
 - 10. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Ragheb Aburish*, Case No. CL-2017-0015519 (Fx. Co. Cir. Ct.) (Mason District)

11. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Stella G. Tsentas Trust, George C. Tsentas, Trustee of the Stella G. Tsentas Trust, and Woine Inc., d/b/a Skyline Ethiopian Cuisine, Case No. CL-2018-0015113 (Fx. Co. Cir. Ct.) (Mason District)*
12. *Leslie B. Johnson, Fairfax County Zoning Administrator, and Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Annette W. Baker, Case No. CL-2018-0015211 (Fx. Co. Cir. Ct.) (Mason District)*
13. *Leslie B. Johnson, Fairfax County Zoning Administrator and Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Shawn J. Davison and Keya Davison, Case No. CL-2019-0002641 (Fx. Co. Cir. Ct.) (Mount Vernon District)*
14. *Leslie B. Johnson, Fairfax County Zoning Administrator v. Vanessa E. Garcilazo and Wendy L. Ventura Espinozo, Case No. CL-2019-0002725 (Fx. Co. Cir. Ct.) (Springfield District)*
15. *Elizabeth Perry, Property Maintenance Code Official for Fairfax County, Virginia v. Samuel A. Velasquez, Case No. CL-2019-0002543 (Fx. Co. Cir. Ct.) (Sully District)*

REVISED

Board Agenda Item
March 19, 2019

3:00 p.m.

Public Hearing on SE 2018-SU-016 (LB Franklin Farm LLC) to Permit a Restaurant with Drive-Through, Located on Approximately 36,900 Square Feet of Land Zoned PDH-2 and WS (Sully District)

This property is located at 13360 Franklin Farm Road, Herndon, 20171. Tax Map 35-1 ((4)) (22) 1

PLANNING COMMISSION RECOMMENDATION:

On March 14, 2019, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to recommend to the Board of Supervisors approval of SE 2018-SU-016, subject to the development conditions dated February 5, 2019.

In a related action, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to approve FDPA 78-C-118-21, subject to the development conditions dated February 5, 2019, and subject to the Board of Supervisors' approval of the concurrent special exception application.

ENCLOSED DOCUMENTS:

Planning Commission Verbatim Excerpt and Staff Report available online at:
<https://www.fairfaxcounty.gov/planning-zoning/zoning-application-board-packages-fairfax-county-board-supervisors>

STAFF:

Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Zach Fountain, Planner, DPZ

Board Agenda Item
March 19, 2019

3:00 p.m.

Public Hearing on PCA 2013-MV-001/CDPA 2013-MV-001 (Wesley Huntington Landlord, LLC) to Amend the Uses, Proffers and Conceptual Development Plan for RZ 2013-MV-001 Previously Approved for Mixed-Use Development, to Permit Mixed-Use Development and Associated Modifications to Proffers and Site Design with an Overall Floor Area Ratio of 2.99, Located on Approximately 1.04 Acres of Land Zoned PRM (Mount Vernon District)

This property is located in the S.E. quadrant of the intersection of Biscayne Drive and Huntington Avenue. Tax Map 83-1 ((8)) 92A, 92B, 93A, 93B and 94A

PLANNING COMMISSION RECOMMENDATION:

On March 14, 2019, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to recommend the following actions to the Board of Supervisors:

- Approval of PCA 2013-MV-001 and the associated CDPA, subject to the execution of proffered conditions consistent with those dated March 13, 2019;
- Approval of a modification of Sect. 11-203 of the Zoning Ordinance for required loading spaces to permit the single loading space depicted on the CDPA/FDPA;
- Approval of a modification of Sect. 13-303 of the Zoning Ordinance for transitional screening between the uses within the proposed development and surrounding properties to that shown on the CDPA/FDPA;
- Approval of a waiver of Sect. 13-304 of the Zoning Ordinance for the barrier requirements between the uses within the proposed development and surrounding properties;
- Approval of a waiver of Par. 2 of Sect. 17-201 of the Zoning Ordinance for the requirement to construct an on-road bike lane in favor of a contribution for future funding;

REVISED

Board Agenda Item
March 19, 2019

- Approval of a waiver of Par. 3 of Sect. 17-201 of the Zoning Ordinance for the requirement to provide inter-parcel connections to adjoining parcels; and
- Approval of a waiver of Par. 4 and 10 of Sect. 17-201 of the Zoning Ordinance for further construction and/or widening of existing roads surrounding the application property and of the requirement for under-grounding existing utilities.

In a related action, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to approve FDPA 2013-MV-001, subject to the development conditions dated February 6, 2019, and subject to the Board of Supervisors' approval of PCA 2013-MV-001 and the associated CDPA.

ENCLOSED DOCUMENTS:

Planning Commission Verbatim Excerpt and Staff Report available online at:
<https://www.fairfaxcounty.gov/planning-zoning/zoning-application-board-packages-fairfax-county-board-supervisors>

STAFF:

Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Jay Rodenbeck, Planner, DPZ

**To be Deferred to
April 9, 2019 at 2:00 p.m.**

Board Agenda Item
March 19, 2019

3:00 p.m.

Public Hearing on PCA 84-C-048 (Prince Towne, LLC) to Amend the Proffers for RZ 84-C-048 Previously Approved for Residential Development to Permit Residential Development at a Density of 1.84 Dwelling Units Per Acre with Associated Modifications to Proffers and Site Design, Located on Approximately 4.9 Acres of Land Zoned R-2 (Hunter Mill District)

This property is located on the N.W. side of West Ox Road, approximately 600 feet E. of Fairfax County Parkway. Tax Map 25-4 ((14) 85, 86 and 87

PLANNING COMMISSION RECOMMENDATION:

On March 14, 2019, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to defer the decision only for PCA 84-C-048 to a date certain of March 27, 2019. The Planning Commission recommendation will be forwarded following decision.

ENCLOSED DOCUMENTS:

Planning Commission Verbatim Excerpt and Staff Report available online at:
<https://www.fairfaxcounty.gov/planning-zoning/zoning-application-board-packages-fairfax-county-board-supervisors>

STAFF:

Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Harold Ellis, Planner, DPZ

Board Agenda Item
March 19, 2019

3:00 p.m.

Public Hearing on RZ 2018-SU-023 (Pohanka Virginia Properties, LLC) to Rezone from C-8, HC and WS to C-8, HC and WS to Permit a Vehicle Sale, Rental and Ancillary Service Establishment with an Overall Floor Area Ratio of 0.11, Located on Approximately 7.29 Acres of Land (Sully District) (Concurrent with SEA 94-Y-023)

and

Public Hearing on SEA 94-Y-023 (Pohanka Virginia Properties, LLC) to Amend SE 94-Y-023 Previously Approved for Vehicle Sale, Rental and Ancillary Service to Modify Site and Development Conditions, Located on Approximately 13.97 Acres of Land Zoned C-8, HC and WS (Sully District) (Concurrent with RZ 2018-SU-023)

This property is located on the S. side of Lee Jackson Memorial Highway, fronting on this highway, Elmwood Street and Vernon Street between Elmwood Street and Walney Road. Tax Map 34-4 ((1)) 51 and 53

This property is located at 13901, 13909, 13911 and 13915 Lee Jackson Memorial Highway, Chantilly, 20151. Tax Map 34-4 ((1)) 049, 050, 50A, 51 and 53

PLANNING COMMISSION RECOMMENDATION:

On March 14, 2019, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to recommend the following actions to the Board of Supervisors:

- Approval of RZ 2018-SU-023, subject to the execution of proffered conditions consistent with those dated January 29, 2019;
- Approval of SEA 94-Y-023, subject to the development conditions dated February 6, 2019;
- Approval of a modification of the transitional screening and barrier requirements pursuant to Sections 13-303 and 13-304 of the Zoning Ordinance along the eastern and southern property boundaries;

Board Agenda Item
March 19, 2019

- Approval of a modification of Paragraph 2 of Section 17-201 of the Zoning Ordinance for the required major trail and shared bicycle lane requirements along Walney Road and Lee Jackson Memorial Highway;
- Approval of a modification of Paragraph 8 of Section 11-102 of the Zoning Ordinance for the required 10-foot parking setback from a front property line along Walney Road; and
- Approval of a waiver of Paragraph 2 of Section 17-201 of the Zoning Ordinance for the required sidewalk along Vernon Street.

ENCLOSED DOCUMENTS:

Planning Commission Verbatim Excerpt and Staff Report available online at:
<https://www.fairfaxcounty.gov/planning-zoning/zoning-application-board-packages-fairfax-county-board-supervisors>

STAFF:

Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Kelly Atkinson, Planner, DPZ

Board Agenda Item
March 19, 2019

3:30 p.m.

Decision Only a Proposed Zoning Ordinance Amendment Re: Article 12, Signs, and Related Provisions

ISSUE:

The proposed Zoning Ordinance amendment includes a repeal and replacement of Article 12, Signs, to include changes that will, among other things: (1) rewrite existing provisions in a content-neutral manner, to include new provisions for the regulation of minor (temporary) signs and the prohibition of off-site signs; (2) reorganize all provisions in a more user-friendly format to include graphics and a new section of defined terms; (3) establish new regulations for electronic display signs; and (4) establish more uniform regulation of signs in all zoning districts. In addition, related sign provisions found throughout the Zoning Ordinance are also proposed for amendment accordingly.

PLANNING COMMISSION RECOMMENDATION:

On January 30, 2019, the Planning Commission voted 12-0 to recommend to the Board of Supervisors adoption of the Zoning Ordinance Amendment - Sign Ordinance Article 12, Signs and Related Provisions - subject to the revised text included in the staff memorandum dated January 22, 2019, which has been enclosed as Attachment 2.

In addition, the Planning Commission voted 12-0 to recommend to the Board of Supervisors adoption of the following options for the Major Issue Areas identified in Part III of the staff comment dated November 19, 2018:

- For Section 12-102, adoption of the revised language found in the revised text, which defines a sign, in part, as that which is visible from “any public or private street but not if only visible from an internal drive aisle in non-residential developments;”
- For Paragraph 1 of Section 12-103, adoption of the revised language found in the revised text, which exempts signs located on public property from Section 12-105, Minor Signs;
- For Paragraph 6C of Section 12-104, adoption of the staff recommendation with no minimum setback;
- For Paragraph 6D of Section 12-104, adoption of the staff recommended language which limits the amount of lettering and/or numbers permanently attached to or painted on the façade of a building of any school, college, or

Board Agenda Item
March 19, 2019

university to no more than 10 percent of the area of the façade on which they are placed;

- For Paragraph 4 of Section 12-105, adoption of the staff proposed language found in the revised text, which limits yard signs to a maximum of 12 square feet in total area, with no single sign exceeding 4 square feet in area and a height of 4 feet;
- For Paragraph 5 of Section 12-105, adoption of staff's revised recommendation as found in the revised text, which sets forth the following:
 - In Paragraph 5A, for non-residential uses located on a lot with frontage on a major thoroughfare, building-mounted and freestanding minor signs are allowed, not to exceed 32 square feet in total sign area per lot. If freestanding, no more than 2 such signs are allowed per lot with a maximum height of 4 feet; and
 - In Paragraph 5B, for all other non-residential land uses, i.e. those not located on a lot with frontage on a major thoroughfare, only building-mounted minor signs are allowed, not to exceed 24 square feet in total area per lot.
- For Paragraph 3A of Section 12-106, adoption of the language found in the revised text, prohibiting off-premise signs as recommended by staff;
- For Paragraph 5 of Section 12-202, adoption of Option 1, allowing a single freestanding sign for non-residential land uses, not to exceed 40 square feet in area and 8 feet in height; and
- For Paragraph 3 of Section 12-203, adoption of Option 1, and Option 2 for Paragraph 4, Section 12-105. These provisions allow an electronic display sign as part of an allowed freestanding sign.

In addition, the Planning Commission voted 12-0 to recommend to the Board of Supervisors that the above-referenced amendment have an effective date of 12:01 AM following the date of its adoption.

In addition, the Planning Commission voted 12-0 to recommend to the Board of Supervisors that staff be directed to:

- Work with all affected County agencies to develop a set of guidelines regarding the display of minor signs on public property. These guidelines should be uniform in application to all County agencies and may include limits on the size, type, total number, display duration, location and display height of minor signs displayed on public property. These guidelines should be memorialized in a

Board Agenda Item
March 19, 2019

Memorandum of Understanding, to be completed within six months of the enactment date of the Sign Ordinance; and

- Report to the Planning Commission and Board of Supervisors within 18 months after the enactment date of the Sign Ordinance to recommend amendments to the ordinance, if necessary. This report should include available compliance data such as the number of complaints received since the enactment date, and other information deemed pertinent as determined by the Zoning Administrator.

A verbatim copy of the Planning Commission Report is enclosed as Attachment 1.

RECOMMENDATION:

The County Executive recommendation will be provided at or before the March 19, 2019 decision only. A comparison chart that outlines the differences between the original recommendations as set forth in the staff report dated November 19, 2018, the advertised alternative options, staff's final recommendations, and the Planning Commission's recommendations is enclosed for the Board's consideration, as Attachment 4.

TIMING:

Board of Supervisors authorization to advertise - October 30, 2018; Planning Commission public hearing - December 5, 2018, with decision deferred to January 16, 2019, and subsequently deferred to January 30, 2019; Board of Supervisors public hearing - February 5, 2019, with decision deferred to March 19, 2019.

BACKGROUND:

The proposed amendment is identified on the 2018 Priority 1 Zoning Ordinance Amendment Work Program as an initiative under the Zoning Ordinance Modernization (zMOD) Project, and was carried over as such from the 2017 Work Program. Prior to 2017 and zMOD, the amendment was identified as a Priority 1 project on the 2015 and 2016 Work Programs. While the second phase of amendments associated with zMOD will include a broader policy-oriented discussion and review of sign policies in 2020, the primary purpose of this amendment is to rewrite the existing provisions found in Article 12, Signs, of the Zoning Ordinance into content-neutral language in response to the United States Supreme Court's 2015 ruling in *Reed vs. Town of Gilbert*. In this case, the Court held that a municipality cannot place different limits on signs that convey a particular message, that such regulations or codes are content-based and unlikely to survive the judicial test of strict scrutiny.

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March 19, 2019

The general scope of this amendment is very specific and seeks to address provisions that could be deemed content-based. Since this effort requires a full review and significant rewrite of the entire ordinance, staff has also taken the opportunity to streamline the text and make the regulatory document more user-friendly. To this end, every section has been rewritten in some fashion but staff's goal was to keep as much of the existing policies and regulations – types of permitted signs, sizes, etc. – intact. However, there are some concepts for which this approach was not possible due to lack of clarity in the existing provisions, such as those related to temporary signs, or lack of any regulatory framework at all prior to the *Reed* decision, such as the case for electronic display signs. The proposed Sign Ordinance amendment provides new text and options for these areas.

On December 5, 2018, the Planning Commission held a public hearing on the amendment, and deferred the decision-only to January 16, 2019, and, again to January 30, 2019, to allow staff time to revise the proposed draft text in light of the input received at the public hearing and in the intervening weeks. At their January 30th meeting, the Planning Commission voted to recommend to the Board of Supervisors adoption of the amendment, subject to the revised text included in the January 22, 2019 staff memorandum (Attachment 2), with separate votes on each of the major issue areas. Regarding the specific major issues areas, the Planning Commission's recommendations are the same as staff's, except for electronic display signs. Two options were presented in the staff report: Option 1 allows the electronic display sign on any freestanding sign, up to 50% of its maximum permitted area. The height of these signs is based on the zoning district requirements, generally 8 feet for a residential district and 20 feet for commercial and industrial districts. Option 2 would allow for a fully digitized freestanding sign, albeit at a lower height of 6 feet (advertised to allow up to 8 feet in height), regardless of zoning district, and would require that the sign be a monument style installation. Given the predominance of electronic display signs as a preferred sign type by land uses that are typically located in residential areas, staff believes that Option 1 would reduce the potential negative land use impacts, such as glare, compared to Option 2, which would allow for a fully digitized sign, albeit at a lower height. The Planning Commission generally agreed with staff's position but some members also indicated the benefit of having reduced heights in the commercial and industrial districts, which allow signs up to 20 feet in height. For this reason, the Planning Commission recommended Option 1 for freestanding signs in residential districts (Section 12-203) and Option 2 for commercial and industrial districts (12-205).

On February 5, 2019, the Board of Supervisors held a public hearing on the amendment, received staff's presentation with all recommendations and heard public input. At the hearing, issues were raised concerning the definition of a "sign;" the proposed prohibition of off-premise signs and its legal justification; and the status of any proposed grandfathering provisions. In order to allow staff time to address these matters, the Board voted to defer the decision on the amendment to March 19, 2019, and requested that staff further address these matters at the Board's Development

Board Agenda Item
March 19, 2019

Process Committee (DPC) meeting on March 12, 2019. ~~Staff is currently preparing revised text language and will distribute all necessary materials to the Board in advance of the DPC meeting for consideration.~~ Staff prepared revised text, dated March 4, 2019, along with proposed grandfather provisions, dated March 6, 2019, both of which were distributed to the Board via memorandum dated March 6, 2019; these documents were posted on the Board's March 12, 2019 DPC agenda. A copy of the March 6, 2019 memorandum with the revised text and grandfather provisions is enclosed as Attachment 5.

REGULATORY IMPACT:

The proposed Zoning Ordinance amendment will establish a new Article 12, Signs, which sets forth provisions for the regulation of signs in Fairfax County. While the majority of existing provisions will be carried forward, rewritten, and placed into the revised format, new regulations are proposed in the addition of new sign types and the deletion of others, revised provisions for minor (temporary) signs, new regulations for digital signs and the uniformity of sign regulations dependent upon zoning district. In addition, once the new Ordinance has been adopted, staff intends to streamline the permitting process to coincide with the effective date of the new regulations.

FISCAL IMPACT:

None. The new Sign Ordinance will utilize the existing fee structure for sign applications.

ENCLOSED DOCUMENTS:

Attachment 1 – Verbatim Copy of Planning Commission Report
Attachment 2 – January 22, 2019 Memorandum to the Planning Commission with Revised Text
Attachment 3 – Staff Report dated November 19, 2018
Attachment 4 – Comparison Chart of Recommendations
Attachment 5 – March 6, 2019 Memorandum to the Board of Supervisors with Revised Text and Grandfather Provisions

STAFF:

Rachel Flynn, Deputy County Executive
Fred Selden, Director, Department of Planning and Zoning (DPZ)
Leslie B. Johnson, Zoning Administrator, DPZ
Andrew Hushour, Deputy Zoning Administrator, DPZ

ASSIGNED COUNSEL:

T. David Stoner, Deputy County Attorney, Office of the County Attorney (OCA)
Cherie L. Halyard, Assistant County Attorney, OCA

**County of Fairfax, Virginia
Planning Commission Meeting
January 30, 2019
Verbatim Excerpt**

*ZONING ORDINANCE AMENDMENT SIGN ORDINANCE ARTICLE 12, SIGNS, AND
RELATED PROVISIONS – (Countywide)*

Decision Only During Commission Matters
(Public Hearing on December 5, 2018)

Commissioner Sargeant: Thank you, Mr. Chairman. Tonight, we are having – the final vote on the Zoning Ordinance Amendment, Sign Ordinance Article 12, Signs, and Related Provisions. This will be a lengthy process, as it is complex and very detailed so please bear with me. To begin with, the proposed Sign Ordinance Amendment is a culmination of-

Chairman Murphy: Hold on.

Commissioner Niedzielski-Eichner: I – I'm sorry. Will there be an opportunity to ask staff questions related to this – I have a question of staff.

Commissioner Sargeant: Yes. I have some opening comments and then I have some questions. And then that would be an appropriate time to ask some questions.

Chairman Murphy: Okay?

Commissioner Niedzielski-Eichner: Okay.

Commissioner Sargeant: Mr. Chairman, the proposed Sign Ordinance Amendment is the culmination of nearly two years of effort by the County staff in the Department of Planning and Zoning and in the Office of the County Attorney. The amendment that we are considering tonight is part of Phase 1 of a two-part effort to amend the existing Sign Ordinance. This amendment includes a repeal and replacement of Article 12, Signs, by deleting redundant or outdated provisions, re-writing existing regulations and proposing new regulation of signs and/or their characteristics in a content-neutral manner, reorganizing existing and new provisions in a more user-friendly format to include graphics, and establishing more uniform regulation of signs in all zoning districts. In addition, related sign provisions found throughout the Zoning Ordinance are also proposed for amendment accordingly. While the second phase of amendments associated with the Zoning Ordinance Modernization Project, or ZMOD, will include a broader review of provisions of existing sign policies, the primary purpose of this phase of the amendment is to rewrite the existing provisions found in Article 12, Signs, of the Zoning Ordinance into content-neutral language in response to the United States Supreme Court's 2015 ruling in Reed versus Town of Gilbert. In developing this proposed amendment, staff has conducted extensive outreach with individual Board members, the Planning Commission, effected County agencies, citizen and business groups, and other interested stakeholders. The proposed amendment was discussed at several of the Board's Development Process Committee meetings, as well as with our Land Use Process Review Committee twice last year. Additionally, DPZ has worked with staff members from Fairfax County Public Schools and the Fairfax County Park Authority, the ZMOD Citizen Advisory, and land use attorney advisory groups – and with Chamber of Commerce representatives – all to discuss the amendment and receive their feedback. The topic has been presented at four DPZ open houses in the past two years where citizens received information

about the potential changes and staff responses to the proposals and questions. Throughout this process, staff has stressed that the purpose of this amendment is largely to ensure content neutrality. Since this effort required a review and significant rewrite of the entire Sign Ordinance, staff took the opportunity to streamline the text and make the regulatory document more user-friendly. To this end, every section has been rewritten in some degree, but staff's goal was to keep as much of the actual regulations – such as types of permitted signs, sizes, et cetera – all intact. However, this was not possible for certain sign types, such as those related to minor, i.e. temporary signs and electronic display or digital signs. Therefore, the proposed amendment also provides new regulations to ensure that all signage is uniform and consistent among land uses and sign types. In addition, I want to point out what this amendment does not do. It does not regulate signs displayed in public rights-of-way, which is under the authority of the Virginia Department of Transportation. In addition, while these regulations do apply to most other property in Fairfax County, staff has confirmed that they do not supersede the authority of a private homeowner or commercial owner association to further regulate signs through private covenants. This is a complex amendment with a lot of moving parts and about a topic of which is great interest to both citizens and business owners. The Zoning Administrator has prepared a draft text that represents practical approaches. In addition, like any regulation, the County has the ability to make amendments in the future, if needed. The sign regulations will also be reviewed as part of the ZMOD process in the next two years. In addition, there is a follow-on motion that I'd like to include, which requires a progress report about the regulations that will occur before that time. Now, before I introduce the motions, Mr. Chairman, I'd like to ask some staff – some – I'd like to ask staff some questions about initiatives to address questions and concerns during this process. If I could, I'd like to first ask if we could talk about the questions about the concerns about the proposed exemption for minor signs for public uses, such as signs used by the Park Authority or for advertising some concert series or other programs. What will staff be doing separate from this amendment to address these types of signs and questions?

Andrew Hushour, Zoning Administration Division (ZAD), Department of Planning and Zoning (DPZ): Thanks, Commissioner Sargeant. Andrew Hushour, Deputy Zoning Administrator. So the public use exemption, as you all know, was one of the major discussion points that we've been going through. You heard about it, obviously, at the December 5th public hearing and staff's been working on this, actually, for quite a while with the effected County agencies. And so what the actual exemption does – and this was all documented in the memo that we sent out last week, which goes through all the changes that have occurred in the draft since that December 5th public hearing. What the exemption actually does is it exempts public property. It does not carry, necessarily, to the agencies themselves, but it exempts certain public property, that being owned by the Board, the Fairfax County School Board, or the Park Authority, from specifically the minor sign provisions in Section 12-105. And so what that means, then, is that any sign – any minor sign that is displayed on County-owned property would not be subject to any of the limits that you see, as far as the sizes, despite orations or anything like that. However, though, some of the concerns that we had – and we raised this originally when we went through the process in the past year – you know, one of the reasons that we wanted to subject the County agencies to the regulations was, you know, to be able to regulate the signage. And so by granting the exception, you know, there have been some concerns about the idea that, you know, there will be a proliferation and lots of numbers in huge signs on public property. But the way that we're addressing that, as you alluded to, is there's a follow-on motion that's been – that you will get to that, you know, directs staff to work with the effected County agencies within a certain timeframe following adoption of the Amendment – to come up with a set of policy guidelines

and memorialize it by way, perhaps, of a memo of understanding that the Board would approve that would actually set up some framework for – and some policy guidelines for the signs, if they're going to be displayed on public property. So that, I think, answers that question.

Commissioner Sargeant: Okay, thank you. Two more questions for me. How did staff arrive at the assignments of scale for the minor signs for non-residential uses? That was another question that-

Mr. Hushour: Yeah, so the numbers on that, as you all know, have changed quite a bit. And obviously, staff's recommendation changed since December, in large part, to the exemption for public property. You know, in the original draft in the advertising, when you look at those minor sign provisions for non-residential uses, you know, you had the ability to go to a significant amount of square-footage for the signs and that was, largely, to accommodate some of the public uses. But now with those coming out of the amendment – you know, staff's recommendation is now changed to where the numbers now will be reflecting – or we're recommending that the amount, in particular, of the signage be, you know, much lower than what we originally recommended and what the ad certainly would allow you all to do. The numbers, themselves – and this is all in Section 12-105, it's Paragraph 5 – so what we're talking about are like the temporary signs that you would see for like a business – whether, you know, it's a restaurant or, you know, any non-residential use. It could be a place of worship – a child-care center. And there's two different criteria, depending on where the use is actually located – the road classification. If it's on a major thoroughfare or higher road classification, they get – we're proposing 40 square feet. And then every other use – would have get only 24 square feet. The number themselves – they do have some basis – you know, when you look at a lot of temporary sign provisions in the ordinance today. A lot of them fall around the 32 square-foot amount, which is what we're recommending for the uses when they're on the major thoroughfares. The smaller amounts at 24 square feet, again, you see evidence of that throughout the ordinance today and the amounts. You know, just on a related note too, the amounts themselves – you know, they are a function of all these other aspects of minor signage and we explain this at the December 5th hearing. You know, staff's sort of approach to this is, you know, if you – you know, pull a lever and you decide that you want to have no display duration on minor signs, which is what we're recommending – that there not be any time limit on their display. But once you do that, the sizes start to matter. The number of signs start to matter – you know, whether or not they're going to be freestanding or building-mounted, that all begins to now be interrelated and those pieces of the provisions matter that much more. So, you know, we're looking at lower amounts because, you know, we were also looking at limits on freestanding signs, you know, because of the amounts that we're recommending.

Commissioner Sargeant: And – and concordant to a component of that and – just to highlight it – was what the – this is based on your review of the current ordinance regarding those signs, especially temporary signs. So you weren't starting from scratch. You had some baseline language to deal with.

Mr. Hushour: Right, exactly.

Commissioner Sargeant: Okay, final question from me, Mr. Chairman. As I mentioned in my opening statements, staff's planning to report back to the Planning Commission and the Board of

Supervisors as to whether any changes of the amendment are warranted. Could you provide some explanation of how you're – what the process will be for this? What it will include?

Mr. Hushour: Yeah, there's a couple different ways that we would look at the provisions – like moving forward. You have a follow-up motion that you're, again, going to get to, which – you know, sets up and recommends that the staff actually collect data about the new regulations and then report back any findings – I think it's after – an 18-month period, following the adoption date. And what we would really be looking for, obviously – you know, complaint information – you know, now that we have, you know, like the minor sign provisions, in particular – now that we would have provisions in place – you know, are we seeing a lot more of that kind of signage being used throughout the County? Are we seeing a lot of complaints about it coming in? So it would be an opportunity then to, you know, reflect back on the amendment and to give you all that information, as well as the Board. The second piece of it, you've already mentioned, is – you know, we will be looking at the – the ordinance, as a whole, again as part of ZMOD. Probably – that's probably a couple years away. You know, but at that point we'll be looking at some of the issues – you know, things like signage in mixed-use development and a lot of the entitlement issues, as far as like what you can get with a CSP or an SE or an SP. We'll be looking at all that at that time. And then it'll give us another opportunity to, you know, tweak any of the amounts or any of the regulations that we're proposing now at that time if they're not working like we had – intended them to.

Commissioner Sargeant: Okay, thank you. Mr. Chairman, I'll have several motions to make after additional questions from other Commissioners.

Chairman Murphy: Mr. Niedzielski-Eichner.

Commissioner Niedzielski-Eichner: Thank you, Mr. Chairman. Mr. Hushour, we received a letter back in December from the company, Macerich – the operator – the owner and operator of the Tysons Corner Center Mall. And in that letter, Macerich indicated that it had a concern related to its network of roads where they focus specifically on the matter of from where a sign is visible. To my understanding, based on my reading of your recent communication to us, is that that particular matter had been incorporated into the changes? Or is it still – are there still some aspects that remain open at this point?

Leslie Johnson, ZAD, DPZ: Commissioner Niedzielski-Eichner, actually we met with Macerich today and I think – you know, we tried to add language in – into the text and you'll see – and what we were trying to accomplish there is to provide some relief, if you will, for properties and those situations where there's like an – internal drive aisles and when building space internal drive aisles – and that's the language we're using in the revised text – that they would not be deemed a sign. You know, if you could also see it from a roadway, well then – or a street – then it would be a sign, but if it's just two buildings kind of, you know, facing each other and there's like a little drive aisle that leads to parking, then – you know, that would not be considered visible from a street and you wouldn't need to come and get a sign permit for that. I think there's still some concern that that doesn't quite meet their needs and I think there's a philosophical difference of opinion between staff as to – you know, whether we should be in – even including private streets or – you know, in this they're claim – you know, Macerich has that private ring road similar to the Fair Oaks Mall, which is a private ring road. And I know that – you know, we have deemed that private ring road around Fair Oaks Mall to be most similar to a street and they

– the signage is regulated, you know, from that. So, you know, what we’re going to do is we’re going to continue to work through as it gets to the Board. I have a – you know, a – if the Planning Commission makes a recommendation this evening, the public hearing is scheduled for the Board of Supervisors on February 5th, but I believe that they will, in all likelihood, defer decision on that. They will probably hold the hearing, but defer decision. I mean I can’t speak for the Board, but I know that they want to have time to consider the Planning Commission’s recommendation and, you know, the options that are out there because, as Commissioner Sargeant said, it does get a little complicated. So we’ve advised the Macerich representative that we will continue to work with them. And we’ve also talked about – you know, we are putting together some grandfather provisions for those existing signs that have been legally established. And so we’re looking at that avenue also as a possibility to, you know, give them as much relief as we can because I recognize that they have a CSP and they’ve, you know, done business a certain way. So we are – we are trying to address that.

Commissioner Niedzielski-Eichner: Yeah, and with the – it’s a heavy investment. We don’t – we think of signs as being – but for a mall, it’s a massive...

Ms. Johnson: Yes, and they did try to give us revised language, but they were even struggling a little bit with trying to write it in such a way that would address the concerns. So we’ll continue to work on it.

Commissioner Niedzielski-Eichner: Yeah, thank you. And Mr. Chairman, I wanted to commend Commissioner Sargeant for his diligence on this effort and also, in particular staff – Mr. Hushour, I – this is an enormously complex project and you – you’ve stayed patient with it. You have been diligent and I really value the level that you’ve put into it.

Chairman Murphy: Anyone else? Mr. Ulfelder. Oh, I’m sorry, Ms. Cortina.

Commissioner Cortina: Thank you, Mr. Chairman. I also want to commend staff. This was a huge undertaking, not only to bring it up to speed with the changes of the Supreme Court, but as well – that just bringing everything up-to-date and more consistent. I did have a question, however, with regard to the electronic signs. It – it’s hard to concentrate on all the different aspects of the change and I think early on, I may have missed this so I apologize for the lateness of this question. But the two options before us for the – for the electronic signs are the freestanding electronic signs and then the monument style. And, as I understand it, the monument style – you can use the entire surface, but you have a height restriction of between six and eight feet. That’s what’s been advertised. And the Option 1, which the staff recommends as the freestanding style – which can be, say, up on some big posts with the – only half of the entire area used for electronic, but – but it can be much higher. There’s – there’s not the same height limitation. And I was trying to visualize the impacts of both of those and you – you never know the consequences. And so I just wanted to ask you – with Option 1, my impression is that it – it could be more of a billboard style presentation, being up on stilts like that, or also that it could be, say, in a shape of a coffee cup or some other kind of, you know, sign. It just says freestanding. It doesn’t really say what shape or – or what it might look like. And so the visual clutter of Option 1 versus Option 2 – I’m thinking that Option 2 might actually be less of an impact and I just wanted to hear from you on that.

Mr. Hushour: Yeah, you – you – the two options, I'll quickly explain them. So the – in either option, the digital component is only allowed on a permanent freestanding sign. And so the height of any freestanding sign is going to depend on your zoning district. For a residential zoning district, that would be – we're recommending a height of eight feet for a freestanding sign. If you're in a commercial or industrial district, it could be up to 20 feet in height. So what Option 1 says is that whatever your freestanding sign is allowed, as far as the size and the height – and again, that depends on your district – half of that sign can be devoted to the digital message board. Now, when we originally – that was staff's original proposal. It was in the very first version of the draft when I wrote it. But in working with the Board through the Development Process Committee Meetings, they – they asked, "Well, give us an alternative. Show us what it would look like or, you know, what do you think it should be if it were fully digitized?" The sign – and so, you know, our view on it was that – well, if you're going to fully digitize it, you know, it's obviously brighter. It could be a bit more of a nuisance, especially in a residential district. We would expect then that the height would have to come down. And so that is why – and we would like to see it stylized a certain way, which would be a monument style sign. So that's why Option 2 – while the full amount of your freestanding sign can be now digitized, it would have to be the monument style and then we'd cap the height at six feet.

Commissioner Cortina: I think that's preferable from my point of view. I mean the new LCD – or LED, rather – signs are the full edge-to-edge – and those are really attractive and they can be very nice. But the ones that are way up on stilts and that could be, you know, 10 feet tall on top of 10 feet tall, going all the way down the road, I think, would really be – would be terrible. So I'm – I'm just as a heads up, I think I'll maybe recommend something on that.

Ms. Johnson: Commissioner Cortina – Leslie Johnson, Zoning Administrator – the other thing to keep in mind is that when we were coming up with the original Option 1, part of that was the fact that – you know, we have been approving digital signs for, probably, the last four or five years. And they have been approved at the full size that they're entitled to, under the current provisions. So – and typically, for your place of worship or your child care center, those types of uses – the sign area is 40 square feet. So there are – quite a few signs – digital signs out there that are already 40 square feet. But again, since those were more in residential districts, the height was limited to eight feet so you don't get the same height. There's a lot of those monument-style signs. There's – that you see, especially for places of worship. And so I think the thought was – is, going forward, you know – if we limited it to half, then that really minimizes the light and the glare – what have you. Because then, you know, what – for a 40 square-foot sign, it's 20 feet. Now, you're absolutely right in that a commercial – you know, your shopping centers typically get an 80 square-foot freestanding sign. And so that would then – that's big and I – and we have a couple of examples of that right along Lee Highway here right in – right near the Government Center. But that was kind of – just to give you an idea of what those – what those numbers are. So – but I think, you know, staff is really fine with either option and we've – you know, we've kind of put that out for – you know, for you all to kind of consider.

Commissioner Cortina: Did you get any – one final question – did you get any feedback from the business community about Option 1 or 2?

Mr. Hushour: Not specifically on the digital signs, other than – I think – you know, the common users of them are usually places of worship or, you know, even a public – you know – facility. So

– you know, the only feedback we’ve really gotten is that they’re glad to see actual formal regulation in place.

Commissioner Cortina: Well, it’d be nice to have Option 1 for the residential area and Option 2 for the commercial area. I don’t know that that’s in the advertising, though.

Ms. Johnson: I mean – that – that is something that, if the Planning Commission feels strongly about – you know, we could come back with a follow-up amendment to kind of look at that. I mean, we want to – we really would like to move forward with getting something in place because – you know, as – as we’ve said before – you know, because of our – the issues, with regard to the Supreme Court decision – you know, we have not have had a real robust enforcement of signs. And so we want to at least be able to move forward with that so – but that is a, you know, something that we could look at if that’s kind of the preference of the Commission.

Commissioner Cortina: Okay, thank you.

Chairman Murphy: Anyone else? Ms. Hurley.

Commissioner Hurley: Thank you, Mr. Chairman. Again – appreciation for Mr. Hushour’s work on this. Not only has it been a complex project, but oftentimes unpopular that everybody that you are facing said, “We hate this whole idea.” But – so not only complex, but unpopular and so thanks again for all the slings and arrows of outrageous misfortune that you have been put in. But the simple question – if you can define the word “façade” – when we talk about – the school sign can take up 10 percent of the façade. Do you mean the entire front of the school, including the gym and the auditorium and the classroom wing and the admin spaces and then the theater wing? It’s a very – 10 percent of all of that or do you just mean 10 percent of the block on which it’s mounted?

Mr. Hushour: It would be the full – the length of the façade, even if the building is articulated – I mean, we would interpret it to be the full – the full width.

Commissioner Hurley: And can you have more than one sign since a lot of our schools are so big they are on this block and on this point – you have one on each side that’s facing the road?

Mr. Hushour: The way that the – we’ve been asked this and I think – you know, what the regulation says is that you get 10 percent. They – you know, they’re not illuminated. They have to be building-mounted.

Commissioner Hurley: On the side.

Mr. Hushour: It doesn’t – it doesn’t necessarily specifically – the – the front façade is what’s used to actually make the calculation. But I would not necessarily interpret the provision to – as it is proposed, to state that you can only put then those signs on the front façade, meaning that if – if your 10 percent allowed you, you know, 420 square feet of that type of signage, you would have the ability, if you wanted to, to split it up. You just can’t go over that amount.

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AND RELATED PROVISIONS

Commissioner Hurley: But you would have 10 percent on the north side and 10 percent of the west side and 10 percent of the...

Mr. Hushour: No. It's only of the – the front...

Commissioner Hurley: Only one side.

Mr. Hushour: What's facing – right – of on one side.

Commissioner Hurley: Only 10 percent of one side.

Mr. Hushour: Correct. Yep.

Commissioner Hurley: It is not clear in here. Thank you.

Chairman Murphy: Anyone else? Mr. Sargeant.

Commissioner Sargeant: Thank you, Mr. Chairman. I have a crisp 11 motions to make, as part of this very complex Sign Ordinance Amendment. And I'll go ahead and get started from there. Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF THE PROPOSED ZONING ORDINANCE AMENDMENT ENTITLED "ARTICLE 12, SIGNS, AND RELATED PROVISIONS", AS PROPOSED BY STAFF IN THE REVISED TEXT DATED JANUARY 22, 2019, WITH THE FOLLOWING OPTIONS FOR THE MAJOR ISSUE AREAS IDENTIFIED IN PART III OF THE STAFF COMMENT DATED NOVEMBER 19th, 2018.

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 Zoning Ordinance Amendment, Sign Ordinance Article 12, Signs and Related Provisions, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman - some narrative to begin before the next motions. Section 12-102, the definition of the term "sign" – as discussed with the Planning Commission at the December 5th public hearing, staff received feedback that the definition, as originally proposed, would include a sign as being that which "is visible from any street," resulting in regulating signs in certain commercial areas that are currently exempt from review. This is due in large part to the broadness of the current Zoning Ordinance definition of a street. As now proposed, the clarification of visibility from those specific street types – public or a private street – with the further clarification regarding internal drive aisles, better addresses these concerns. With that, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF THE REVISED LANGUAGE FOUND IN THE REVISED TEXT, WHICH DEFINES A SIGN, IN PART, AS THAT WHICH IS VISIBLE FROM, "ANY PUBLIC OR

PRIVATE STREET, BUT NOT IF ONLY VISIBLE FROM AN INTERNAL DRIVE AISLE IN NON-RESIDENTIAL DEVELOPMENTS.”

Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of that motion? All those in favor of the motion, as articulated by Mr. Sargeant, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman, Paragraph 1 of Section 12-103, the exemption of signs on public property. The question of exempting signs located on public – property from the proposed sign ordinance has been the focus of significant debate and discussion throughout this amendment process. Based on staff research and consultation with the Office of the County Attorney, staff has concluded that it is possible to exempt signs located on property owned by Fairfax County, including the Park Authority and the Public Schools, from Section 12-105, entitled “Minor Signs.” However, it is noted that signs on public property will be subject to all other requirements of the proposed sign ordinance – most importantly, the permanent sign provisions. In addition, I will be making a follow-on motion that seeks to set certain parameters for County agencies when displaying minor signs on public property. Therefore, Mr. Chairman I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF THE REVISED LANGUAGE FOUND IN THE REVISED TEXT, WHICH EXEMPTS SIGNS LOCATED ON PUBLIC PROPERTY FROM SECTION 12-105, MINOR SIGNS.

Commissioner Tanner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski – or Mr. Tanner. Is there a discussion of the motion? All those in favor of the motion, as articulated by Mr. Sargeant, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman, Paragraph 6C of Section 12-104, related to vehicle signs. Under the current regulations, vehicle signs are allowed at their place of business or on an adjacent property, but they cannot be located any closer than 25 feet to “any public street line.” The existing provision is problematic for two reasons. First, it allows signs to be located off-site, which is expressly prohibited in the draft Ordinance. Second, when parked at its place of business, a vehicle sign is subject to a 25-foot setback. As presented by staff, the setback is restrictive, given that a business, upon receiving a Non-Residential Use Permit, is certified to meet all applicable parking standards with respect to both customer parking and the parking of business vehicles. Therefore, while the minimum setback provision has been deleted, the prohibition of parking vehicle signs on an adjacent property has also been deleted, resulting in a more restrictive policy that is easier to enforce. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF THE STAFF RECOMMENDATION WITH NO MINIMUM SETBACK.

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Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of that motion? All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman, Paragraph 6D of Section 12-104, related to the exemption of certain building-mounted signs for schools. As proposed, commemorative citations that are non-illuminated and permanently affixed to the façade of any school, college, or university would not be regulated, assuming that the display is limited to no more than 10 percent of the area of the façade on which it's placed. I concur with staff that the lower limit of 10 percent of the area of the façade is appropriate given, the significant size of most school building façades. Also, this would apply to all schools, colleges, and universities, not just public institutions. Therefore, I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF THE STAFF-RECOMMENDED LANGUAGE, WHICH LIMITS THE AMOUNT OF "LETTERING AND/OR NUMBERS PERMANENTLY ATTACHED TO OR PAINTED ON THE FAÇADE OF ANY BUILDING OF ANY SCHOOL, COLLEGE, OR UNIVERSITY TO NO MORE THAN 10 PERCENT OF THE AREA OF THAT FAÇADE ON WHICH THEY ARE PLACED.

Commissioner Hurley: Second.

Chairman Murphy: Seconded by Ms. Hurley. Is there a discussion of that motion? All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman, Paragraph 4 of Section 12-105, related to yard signs. For residential land uses, a new type of sign, a "yard sign," is being proposed that allows citizens the opportunity to display a limited number of small signs, such as campaign signs during election season or a yard sale sign. It's noted that there is no display duration, so signs could be displayed on a lot at all times. Furthermore, there is also no limit on the total number of signs, although the maximum size of the sign, limited to 4 square feet, is somewhat limiting in combination with the maximum of 12 square feet. Given that there is no limit on display duration or the limit of signs allowed, I concur with staff that the proposed 12 square feet is appropriate. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF THE STAFF-PROPOSED LANGUAGE FOUND IN THE REVISED TEXT, WHICH LIMITS YARD SIGNS TO A MAXIMUM OF 12 SQUARE FEET IN TOTAL AREA, WITH NO SINGLE SIGN EXCEEDING 4 SQUARE FEET IN AREA AND A HEIGHT OF 4 FEET.

Commissioner Tanner: Second.

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Chairman Murphy: Seconded by Mr. Tanner. Is there a discussion of that motion? All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman, Paragraph 5 of Section 12-105, related to minor signs for all non-residential land uses. If signs located on public property are to be exempted from the Minor Signs provisions, then staff is recommending that the allowance of minor signs for non-residential land uses be reduced since public property will no longer be included among this group. For this reason, staff revised Paragraph 5 of Section 12-105, which applies to uses with frontage on a major thoroughfare, to reduce the by-right amount of signage. However, to offer more flexibility in light of the reduction in total sign area, staff has also proposed to remove limit on the size of any one sign and to allow up to 2 freestanding signs per lot. I concur with these changes. Therefore, Mr. Chairman I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF STAFF'S REVISED RECOMMENDATION, AS FOUND IN THE REVISED TEXT, WHICH SETS FORTH THE FOLLOWING:

- IN PARAGRAPH 5A, FOR NON-RESIDENTIAL USES LOCATED ON A LOT WITH FRONTAGE ON A MAJOR THOROUGHFARE, BUILDING-MOUNTED AND FREESTANDING MINOR SIGNS ARE ALLOWED, NOT TO EXCEED 32 SQUARE FEET IN TOTAL SIGN AREA PER LOT. IF FREESTANDING, NO MORE THAN 2 SUCH SIGNS ARE ALLOWED PER LOT WITH A MAXIMUM HEIGHT OF 4 FEET;
- IN PARAGRAPH 5B, FOR ALL OTHER NON-RESIDENTIAL LAND USES, THAT IS THOSE NOT LOCATED ON A LOT WITH A FRONTAGE ON A MAJOR THOROUGHFARE, ONLY BUILDING-MOUNTED MINOR SIGNS ARE ALLOWED, NOT TO EXCEED 24 SQUARE FEET IN TOTAL AREA PER LOT.

Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of that motion? All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman, Paragraph 3A of Section 12-106, the prohibition of off-premise signs. As presented in the staff comment, the Reed decision simplifies the policy debate on this topic. If one cannot regulate content on signs, then the decision to allow any off-site signage is an all-or-nothing proposition. If off-site signs continue to be allowed, it would not be possible to stop a permit holder from allowing copy on the sign that may be unrelated to its intended use. And for this reason, it is appropriate to prohibit off-premise signs. Therefore, I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF THE LANGUAGE FOUND IN THE REVISED TEXT, PROHIBITING OFF-PREMISE SIGNS, AS RECOMMENDED BY STAFF.

ZONING ORDINANCE AMENDMENT – SIGN ORDINANCE ARTICLE 12, SIGNS, Page 12
AND RELATED PROVISIONS

Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of that motion? All those in favor, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman, Paragraph 5 of Section 12-202, concerning permanent freestanding signs for non-residential land uses located in residential districts. While some expressed a preference for a taller by-right height for freestanding signs, Option 1 requires a uniform sign height of 8 feet for all non-residential land uses. Staff's justification for an 8-foot maximum height is based on the potential incompatibility and negative impacts of taller illuminated signs, including digital message boards, on neighboring residential land uses. Therefore, I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF "OPTION 1," ALLOWING A SINGLE FREESTANDING SIGN FOR NON-RESIDENTIAL LAND USES, NOT TO EXCEED 40 SQUARE FEET IN AREA AND 8 FEET IN HEIGHT.

Commissioner Tanner: Second.

Chairman Murphy: Seconded by Mr. Tanner. Is there a discussion of that motion? All those in favor, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman, Paragraph 3 of Section 12-203, and Paragraph 4 of Section 12-205, related to electronic display signs. Option 1 allows the electronic display sign on any freestanding sign, up to 50 percent of its maximum permitted area. For example, if a non-residential land use in a residential zoning district is allowed a 40 square-foot freestanding sign with a maximum height of 8 feet, then the electronic display can be up to 20 square feet, or 50 percent of the maximum area of 40 square feet. Given the predominance of electronic display signs as a preferred sign type by the land uses that are typically located in residential zoning areas, I concur with staff's recommendation that Option 1 would reduce the potential negative land use impacts, which – compared to Option 2, which would allow for a fully digitized freestanding sign, albeit at a lower height for all zoning districts.

Commissioner Tanner: Second.

Chairman Murphy: Seconded by Mr. Tanner. Discussion? All those...

Commissioner Sargeant: Please, that's just the narrative, but thanks for – thanks for jumping in there.

Chairman Murphy: We're enthusiastic about all this.

ZONING ORDINANCE AMENDMENT – SIGN ORDINANCE ARTICLE 12, SIGNS, Page 13
AND RELATED PROVISIONS

Commissioner Sargeant: And we're good to go. The first 24 amendments...

Chairman Murphy: And we're thorough. You got to admit we're thorough, okay?

Commissioner Sargeant: Okay, the first 24 motions are the most important to begin with. Okay, Therefore, I MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF OPTION 1, ALLOWING CHANGEABLE AND ELECTRONIC DISPLAY SIGNS WITH THOSE USE LIMITATIONS SET FORTH IN PARAGRAPH 3, SECTION 12-203 AND PARAGRAPH 4, SECTION 12-105. THESE PROVISIONS ALLOW AN ELECTRONIC DISPLAY SIGN AS PART OF AN ALLOWED FREESTANDING SIGN, UP TO 50 PERCENT OF THE MAXIMUM ALLOWABLE SIGN AREA OF THE FREESTANDING SIGN.

Commissioner Tanner: Second.

Chairman Murphy: I thought you're might have changed by this time.

Commissioner Cortina: Mr. Chairman?

Chairman Murphy: Yes.

Commissioner Cortina: Mr. Chairman, I'd like to make a friendly amendment.

Chairman Murphy: Okay, seconded by Mr. Tanner. Discussion? Ms. Cortina.

Commissioner Cortina: I'd like to make a friendly amendment that selects Option Number 1 for residential and Option Number 2 for the commercial and, therefore, THE FRIENDLY AMENDMENT WILL BE TO SELECT OPTION 1 FOR SECTION 12-203 AND PARAGRAPH 4, SECTION 12-05 [sic] OPTION 2. These provisions allow an electronic display sign as part of an allowed freestanding sign up to 50 percent of the maximum allowable sign area of that a freestanding sign in the residential area – with to allow no limit on the size of the changeable copy or electronic display sign when it is part of a freestanding monument sign with a maximum height of up to 8 feet in the other areas.

Commissioner Sargeant: Mr. Chairman, I'LL BE HAPPY TO ACCEPT THAT FRIENDLY AMENDMENT, following concurrence from staff.

Ms. Johnson: We have no objection to that. I think it addresses some of the concerns that the Commission raised earlier in the discussion.

Chairman Murphy: Yes, Mr. Clarke?

Commissioner Clarke: No, I was seconding.

Chairman Murphy: Seconded by Mr. Clarke. Is there a discussion of the friendly amendment? All those in favor, say aye.

Commissioner Hart: Mr. Chairman? Mr. Chairman?

ZONING ORDINANCE AMENDMENT – SIGN ORDINANCE ARTICLE 12, SIGNS, Page 14
AND RELATED PROVISIONS

Chairman Murphy: Mr. Hart.

Commissioner Hart: 50 percent is still a lot for – in a residential area and I think I'm going to abstain on this one.

Chairman Murphy: All those in favor, say aye. Yeah, Ms. Hurley.

Commissioner Hurley: I am also going to abstain because it – it's still not clear to me. We have a lot of residential areas that are across the street from commercial areas so that the residential areas would get the benefit of the all-night illumination that they might not want. So it's still not clear to me so I will also abstain.

Chairman Murphy: All those in favor, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Two abstentions. Now, we'll vote on the main motion. All those in favor of the motions, as articulated by Mr. Sargeant and amended, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman...

Chairman Murphy: I can hardly wait.

Commissioner Sargeant: Furthermore, I'D LIKE TO MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD THAT THE ZONING ORDINANCE AMENDMENT HAVE AN EFFECTIVE DATE OF 12:01 A.M. FOLLOWING THE DATE OF ITS ADOPTION. THIS CONCLUDES MY MOTION RELATED TO THIS SIGN ORDINANCE AMENDMENT.

Commissioner Niedzielski-Eichner and Ulfelder: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of the motion? All those in favor of that motion – and Mr. Ulfelder – all those in favor of that motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: Mr. Chairman, I have some follow-on motions related to additional recommendations for the Board, if I may. Mr. Chairman, in addition...

Chairman Murphy: Is that a rhetorical question.

ZONING ORDINANCE AMENDMENT – SIGN ORDINANCE ARTICLE 12, SIGNS, Page 15
AND RELATED PROVISIONS

Commissioner Sargeant: Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD THAT STAFF BE DIRECTED TO THE FOLLOWING TWO ITEMS:

- ONE, WORK WITH ALL EFFECTED COUNTY AGENCIES TO DEVELOP A SET OF GUIDELINES REGARDING THE DISPLAY OF MINOR SIGNS ON PUBLIC PROPERTY. THESE GUIDELINES SHOULD BE UNIFORM IN APPLICATION TO ALL COUNTY AGENCIES AND MAY INCLUDE LIMITS ON THE SIZE, TYPE, TOTAL NUMBER, DISPLAY DURATION, LOCATION, AND DISPLAY HEIGHT OF MINOR SIGNS DISPLAYED ON PUBLIC PROPERTY. THESE GUIDELINES SHOULD BE MEMORIALIZED IN A MEMO OF UNDERSTANDING, TO BE COMPLETED WITHIN 6 MONTHS OF THE ENACTMENT – WITHIN THE ENACTMENT DATE OF THE SIGN ORDINANCE.

That would be actually my first motion, Mr. Chairman.

Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of that motion?
All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Sargeant: And, Mr. Chairman, my final motion would be, I WOULD MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD THAT STAFF BE DIRECTED TO REPORT TO THE PLANNING COMMISSION AND THE BOARD OF SUPERVISORS WITHIN 18 MONTHS AFTER THE ENACTMENT OF THE SIGN ORDINANCE TO RECOMMEND AMENDMENTS TO THE ORDINANCE, IF SUCH CHANGES ARE NECESSARY. THIS REPORT SHOULD INCLUDE AVAILABLE COMPLIANCE DATA, SUCH AS THE NUMBER OF COMPLAINTS RECEIVED SINCE THE ENACTMENT DATE AND OTHER INFORMATION DEEMED PERTINENT, AS DETERMINED BY THE ZONING ADMINISTRATOR.

Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of that motion?
All those in favor, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The first nine motions carried by a vote of 12-0.

The friendly amendment for the tenth motion carried by a vote of 10-0-2. Commissioners Hart and Hurley abstained from the vote.

ZONING ORDINANCE AMENDMENT – SIGN ORDINANCE ARTICLE 12, SIGNS, Page 16
AND RELATED PROVISIONS

The eleventh, twelfth, and thirteenth motions carried by a vote of 12-0.

JLC



County of Fairfax, Virginia

MEMORANDUM

DATE: January 22, 2019

TO: Fairfax County Planning Commission

FROM: Andrew Hushour
Deputy Zoning Administrator, Zoning Administration Division (ZAD)

SUBJECT: Revised Text for Zoning Ordinance Amendment Re: Article 12, Signs, and Related Provisions
Planning Commission Public Hearing: December 5, 2018
Decision Deferred from January 16, 2019 to January 30, 2019
Board of Supervisors Public Hearing: February 5, 2019

On December 5, 2018, the Planning Commission held a public hearing on the referenced amendment and received the staff comment and public input. The Planning Commission deferred the decision only to a date certain of January 16, 2019, to allow staff time to revise the proposed draft text in light of the comments and input received at the hearing and in the intervening weeks. As of January 16th, staff was finalizing the revised draft text for publication, so the Planning Commission deferred the decision only to January 30, 2019. Attached is revised text for your consideration, as well as a chart that summarizes the various potential options for each of the major issue areas that are discussed in Part III of the Staff Report dated November 19, 2018. A discussion of the changes in the proposed revised text follows. In some cases, the revised text has resulted in a change to the staff recommendation contained in the published Staff Report. Therefore, the attached chart identifies the original staff recommendation found in the published staff report ("Staff Report Option"), the advertised options presented in the original staff report ("Advertised Options"), and the current staff recommendation based on input and stakeholder discussions that have occurred since the public hearing ("Staff Recommendation"). As always, the Planning Commission still has maximum flexibility to make changes or propose alternate recommendations within each of the major issue areas, assuming such changes or recommendations are within the scope of the legal ads, all of which is discussed in detail in the Staff Report.

The first substantive revision is found on Page 2 of the revised text, and includes changes to the definition of a sign, Section 12-102. As discussed with the Planning Commission at the public hearing, staff received feedback that the portion of the proposed definition that would include a sign as being that which "is visible from any street" would result in the new regulation of signs in certain commercial areas that are currently exempt from review. This is due in large part to the broadness of the current Zoning Ordinance definition of a street, which includes not just public and private road ways but also internal travel lanes and service drives, such as the travel ways interior to a shopping center. Staff agreed to consider further refining this provision in the revised

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text and is now proposing that a sign is that which is visible from any public or private street, while further clarifying it does not include those things that are *only* visible from an internal drive aisle in a non-residential development. Staff recommends this revised language.

The second revision is found on Page 3 and includes a rewriting of Par. 1 of the Applicability provision, Section 12-103, to now include an exemption of signs located on public property from the Minor Sign provisions. The question of exempting signs located on public property from the proposed sign ordinance amendment, either partially or entirely, has been the focus of significant research and discussion since the December hearing. Based on staff research and consultation with the Office of the County Attorney, staff believes it is possible to exempt signs located on property owned by Fairfax County, to include the Park Authority and the Public Schools, from Section 12-105, Minor Signs. However, staff continues to propose that signs on public property be subject to all other requirements of the proposed sign ordinance – most importantly the prohibited and permanent sign provisions, since a permanent sign installation could have potential impact on surrounding residential property owners. Corresponding changes are also found on Pages 7, 12 and 14. Staff recommends this revised approach.

The final substantive revision is found on Page 7 of the revised text, and includes changes to the minor sign provisions for non-residential land uses, Section 12-105. As previously discussed at the public hearing, if signs located on public property are to be exempted from the minor sign provisions, then staff recommends that the allowance of minor signs for non-residential land uses be reduced since public property will no longer be included among this group. For this reason, staff revised Par. 5A of Sect. 12-105, which applies to uses with frontage on a major thoroughfare, to reduce the by-right amount of signage from 40 square feet of total sign area to 32 square feet. In addition, based on additional stakeholder input and to offer more flexibility in light of the reduction in total sign area, staff is also proposing to remove the limit on the size of any sign (24 square feet) and to allow up to 2 freestanding signs per lot (whereas only a single freestanding sign was originally proposed). No new changes are proposed for those non-residential land uses with frontage on any other road type (Par. 5B). The legal advertisement for the minor sign provisions for non-residential land uses does allow the Planning Commission to consider a wide variety of options with regard to total sign area, sign type, and related limits. While staff is currently recommending the changes outlined above, there are other options that could be considered (such as a uniform set of provisions for all non-residential land uses regardless of road frontage classification) that would be equally appropriate.

Lastly, there are two minor editorial changes proposed on Pages 14 & 17. These changes are being made to Par. 1A of Section 12-204 and Par. 2 of Section 1-206, respectively, for clarification purposes and do not change the intent of the provisions.

Staff will be available on January 30, 2019, to address any questions and this Memorandum will be distributed and posted as an Addendum to the Staff Report.

Enclosed Documents:

Attachment 1 – Revised Text

Attachment 2 – Summary of Options Chart

cc: Board of Supervisors

Bryan J. Hill, County Executive

Fred Selden, Director, Department of Planning and Zoning (DPZ)

Barbara A. Byron, Director, Office of Community Revitalization (OCR)

Kirk W. Kincannon, Executive Director, Fairfax County Park Authority

Catherine A. Chianese, Clerk to the Board of Supervisors

Jill G. Cooper, Executive Director, Fairfax County Planning Commission

Leslie B. Johnson, Zoning Administrator

T. David Stoner, Deputy County Attorney

Cherie L. Halyard, Assistant County Attorney

ATTACHMENT 1

**PROPOSED AMENDMENT
REVISED JANUARY 22, 2019**

(REVISIONS HIGHLIGHTED WITH NEW LANGUAGE IN BOLD & ITALICIZED)

1 Repeal Article 12, Signs, in its entirety, and replace with a new Article 12, Signs, to read as
2 follows and to include all graphics as shown, which have not been underscored and may be
3 subject to rearrangement and resizing for editorial purposes:

ARTICLE 12

SIGNS

PART 1 **12-100** **GENERAL PROVISIONS**

12-101 **Purpose and Intent**

The purpose of this Article is to regulate all signs placed for viewing by the public, in order to improve, promote and protect the public health, safety, convenience and general welfare; promote traffic safety; ensure that the First Amendment right to free speech is protected; protect property values; protect and enhance the aesthetic character of the various communities in the County; facilitate travel by identifying locations; protect against danger in travel and transportation by reducing distractions and hazards to pedestrian and automobile traffic; and, further the stated purpose and intent of this Ordinance.

12-102 **Definitions**

For purposes of this Article, signs and their characteristics are defined as follows:

A-FRAME SIGN: A minor freestanding sign constructed to form a two-faced sign with supports that are connected at the top and separated at the base, forming an "A" shape.



BUILDING-MOUNTED SIGN: Any sign attached to and supported by a building, awning, canopy, marquee or similar architectural feature, or permanently attached, etched or painted onto a window or door. For purposes of this Article, temporary window signs as defined herein are not building-mounted signs.



CHANGEABLE COPY SIGN: A sign designed to accommodate manual changes in messages.



ELECTRONIC DISPLAY SIGN: Any sign that contains light emitting diodes (LEDs), fiber optics, light bulbs, plasma display

1 screens or other illumination methods, which are electronically controlled and that
 2 contain a fixed or changeable copy and/or a change to the intensity of light or colors
 3 displayed.

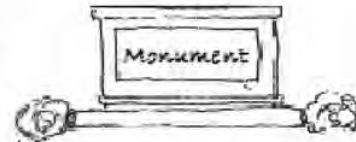
4 FLAG: A single piece of cloth or similar material, shaped like a pennant, rectangle or
 5 square, attachable by one straight edge to a pole or attached at the top of a pole and
 6 draped. For purposes of this Ordinance, a minor sign is not a flag.

7 FREESTANDING SIGN: Any sign other than a building-mounted
 8 sign, that is permanently supported by a fence, retaining wall, entrance
 9 feature or by upright structural members or braces on or in the ground,
 10 such as a pole, pylon, or monument style structure.



11 MINOR SIGN: Any sign that is (1) designed to be easily moved, (2)
 12 typically not permanently attached to a structure or the ground, and (3)
 13 is not illuminated. Such signs include, but are not limited to, A-frame
 14 signs, banners, posters, window signs, yard signs or other moveable signs. For purposes
 15 of this Article, flags and vehicle signs are not minor signs.

16 MONUMENT SIGN: A freestanding sign, typically no
 17 more than 8 feet in height, that is supported primarily
 18 by an internal structural framework or that is integrated
 19 into landscaping or solid structural features other than
 20 support poles.



21 MOVING OR WINDBLOWN SIGN: Any sign of which all or any part is in motion by
 22 natural or artificial means (including fluttering, rotating, undulating, swinging,
 23 oscillating) or by movement of the atmosphere. For purposes of this Ordinance, a flag
 24 is not a moving or windblown sign.

25 OFF-PREMISE SIGN: A sign that directs attention to a product, service, attraction,
 26 event, or the like that is being offered at a location that is not the premises on which the
 27 sign is located.

28 ROOF SIGN: Any sign or portion thereof affixed to a building that extends above the
 29 lowest point of the roof level of the building, including signs painted onto a roof
 30 structure, or that is located on a chimney or other similar rooftop. For purposes of this
 31 Article, a roof sign does not include a sign attached to the penthouse of a building.

32 SIGN: Any device or structure, or part thereof, designed and used to attract attention to
 33 an institution, organization, business, product, service, event, or location by any means
 34 involving words, letters, figures, designs, symbols, fixtures, logos, colors, illumination,
 35 or projected images, which is (1) used to direct attention to identify a permitted land
 36 use, and (2) is visible from any **public or private** street **but not if only visible from an**
 37 **internal drive aisle in non-residential developments.** (Advertised to include optional
 38 **language relating to the visibility of signs based on specific streets types.)**

SIGN FACE: The part of a sign which is or can be used for visual representation or communication, including any background or surrounding material, panel, trim or ornamentation, color, and illumination that differentiates the sign from the building, structure, backdrop surface, or object upon or against which the sign is placed. The term does not include any portion of the support structure for the sign if no representation or message is placed or displayed on, or designed as part of, the support structure.

TENANT: An individual, entity, partnership, or corporation renting, leasing or owning non-residential space.

VEHICLE SIGN: Any sign that is painted, mounted, adhered, magnetically attached or otherwise permanently affixed to or incorporated into a vehicle or trailer, except for any signs not exceeding a total of 8 square feet for the entire vehicle or trailer and bumper stickers.



WINDOW SIGN: A minor sign that is (1) attached to the glass area of a window or placed behind the glass of a window, and (2) easily read from outside the building.

YARD SIGN: A minor sign associated with a residential use, which is attached to a structure or placed upon or supported by the ground independently of any other structure.

12-103

Applicability

1. The regulations of this Article apply to all signs in Fairfax County and are in addition to any applicable provisions of Chapter 61 of the County Code (Buildings), and Title 33.2, Chapter 7, of the Virginia Code. ~~Unless otherwise stated in this Article, these~~ **These** regulations do not apply to property owned by, or those signs required or sponsored by the United States or Fairfax County; the Commonwealth of Virginia, or any political subdivision of the Commonwealth; or, the United States. **Furthermore, Section 12-105, Minor Signs, does not apply to property owned by Fairfax County, the Fairfax County Park Authority, or Fairfax County Public Schools. (Advertised to include exemption for all property owned by, or signs required or sponsored by, Fairfax County).**
2. These regulations do not regulate or restrict signs by content. However, some signs, such as off-premise signs and warning signs, have a targeted function that makes their regulation impossible without referring to the function. In these limited instances, the governmental interest is compelling enough to warrant their description and regulation, and whenever a sign is described in a manner that refers to function, this Article is intended to be neutral with respect to the content of the speech appearing on it.

3. All signs are deemed to be accessory uses as defined in Article 20 and must be associated with a principal use and located on the same lot as its principal use.
4. Nothing in this Article excuses any person from compliance with all other applicable regulations, statutes or ordinances.
5. This Article does not apply to any sign placed in a public right-of-way and does not authorize or prohibit placement of any sign there.

12-104 Administrative Provisions

1. Except where otherwise noted in this Article, no sign may be constructed, erected, altered, refaced, relocated, or expanded without a sign permit.
2. The application for a sign permit must be filed with the Zoning Administrator on a County form, must include all pertinent information required by the Zoning Administrator to ensure compliance with this Ordinance, and must be accompanied by the filing fee set forth in Section 18-106.
3. All signs must comply with this Article, the structural requirements specified in the Virginia Uniform Statewide Building Code, Chapter 61 of the County Code, and, the performance standards specified in Article 14 of this Ordinance.
4. A sign permit expires if the sign is not erected and all necessary final inspection(s) are not approved within 12 months from the date of issuance.
5. The following are not a sign or are actions that do not require a sign permit:
 - A. The changing of the message on an allowed sign that is specifically designed for the use of replaceable copy, to include changeable copy signs and electronic display signs in accordance with Sections 12-203 and 12-205 below.
 - B. Painting, cleaning and other routine maintenance and repair of a sign or sign structure.
 - C. Flags, no more than 3 per lot.
 - D. The display of address numbers as required by the County Code, and entrance numbers not exceeding a total of 2 square feet in area. When displayed on a residential building, any numbering must be mounted flush against the building.
 - E. Temporary, seasonal decorations.
6. The following do not require a sign permit and are not counted toward maximum allowed sign area:

- A. Signs not exceeding a total of 4 square feet in area warning the public against hunting, fishing, swimming, trespassing, dangerous animals, the location of utilities or other similar risks.
 - B. Signs located on the outer surfaces of a temporary portable storage container.
 - C. Vehicle signs, when the vehicle is (1) operable and (2) is parked at its associated place of business within a duly designated parking space. *(Advertised to include a minimum setback for vehicle signs, up to 25 feet from a front property line).*
 - D. Lettering and/or numbers permanently attached to or painted on the façade of a building of any school, college, or university; such displays are limited to no more than 10% of the area of the façade on which they are placed and cannot be illuminated. *(Advertised up to 25% of the area of the façade on which they are placed).*
 - E. Signs, erected by a public agency or appropriate organization in partnership with the Board, located within or in proximity to the Commercial Revitalization District boundaries or activity centers as shown on the adopted comprehensive plan. Such signs are subject to approval by the Board and all applicable outdoor advertising provisions of the Code of Virginia.
7. All signs and their components must be maintained in good repair and in safe condition.
 8. The Building Official or designated agent may require or cause the immediate removal or repair, without written notice, of any sign determined to be unsafe or that otherwise poses an immediate threat to the safety of the public. If action by the County is necessary to render a sign safe, the cost of removal or repair will be at the expense of the property owner or lessee as provided in Chapter 61 of the County Code.
 9. Except as provided in Sections 12-105 and 12-107 below, if a property becomes vacant and is unoccupied for a continuous period of 2 years, any sign on that property is deemed abandoned and must be removed. If the owner fails to remove the sign, the Zoning Administrator may give the owner 15 days written notice to remove it, after which the Zoning Administrator may initiate action to gain compliance.

12-105 Minor Signs

The following minor signs are allowed but cannot be illuminated, and, unless otherwise stated, do not require a sign permit:

1. Signs posted by or under the direction of any public or court officer in the performance of official duties, or by trustees under deeds of trust, deeds of

assignment or other similar instruments. These signs must be removed no later than 10 days after the last day of the period for which they are displayed.

2. Signs that are displayed on a lot or property that is actively marketed for sale, rent or lease, as follows:

A. A single building-mounted or freestanding sign is allowed, except that 2 signs are permitted on a corner lot when each sign faces a different street frontage. Such sign(s) must be removed within 7 days of the settlement, rental or lease of the property.

B. Sign(s) located on a property developed with, or planned for development of, a single family detached or attached dwelling unit, cannot exceed 6 square feet in area and a height of 6 feet.

C. Sign(s) located on a property developed with, or planned for development of, a multiple family dwelling unit cannot exceed 12 square feet in area and a height of 8 feet.

D. Sign(s) located on a property developed with, or planned for development of, any non-residential use, or on a residential property containing a minimum of 20 acres, cannot exceed 32 square feet in area and a height of 8 feet

3. Signs during active construction or alterations to residential, commercial, and industrial buildings are permitted, as follows:

A. For a new residential, commercial or industrial development, one sign per lot, not to exceed 60 square feet in area and a height of 10 feet. For lots containing multiple road frontages, one additional sign per street frontage is allowed, limited to 32 square feet in area and a height of 8 feet. No sign may be located closer than 5 feet to any lot line.

All signs must be removed within 14 days following completion of the construction of the development, as determined by the Zoning Administration, and no sign may be displayed for more than 2 years from the date of the issuance of the first building permit for the development. If construction has not been completed within this timeframe and building permits are active for the development, a sign permit is required to allow the continued display of any sign.

B. For an individual single family dwelling unit undergoing construction, improvement or renovation, one sign, not to exceed 4 square feet in area or a height of 4 feet is allowed.

No sign can be displayed before commencement of the improvement or renovation work, and the sign must be removed within 7 days after the improvement or renovation is completed with all necessary inspections

approved, or within 6 months, whichever is less.

4. Yard signs on any lot developed with a residential use cannot exceed 12 square feet in total area, with no single sign exceeding 4 square feet in area and a height of 4 feet. (Advertised up to 16 square feet in total area).
 5. For non-residential uses, including public uses as defined in Article 20, minor signs are permitted as follows:
 - A. For non-residential uses located on a lot with frontage on a major thoroughfare, building-mounted and freestanding minor signs are allowed, not to exceed 40 32 square feet in total sign area per lot, with no single sign exceeding 24 square feet in area. As part of this total area, a single freestanding sign is allowed. If freestanding, no more than 2 such signs are allowed per lot with a maximum height of 4 feet. (Advertised up to 60 square feet in total sign area with no limitation on the maximum size of any one sign; and no limit on the number of freestanding signs, and a maximum freestanding sign height of up to 6 feet).
 - B. For all other non-residential uses, building-mounted minor signs are allowed, not to exceed 24 square feet in total area per lot. (Advertised up to 60 square feet in total sign area with the possibility of some or no limitation on the maximum size of any one sign; and to allow a single or unlimited freestanding signs with a maximum sign height of up to 6 feet).
- For purposes of this provision, building-mounted signs may include signs attached to a fence, wall, existing freestanding sign or other similar accessory structure.
6. Window signs for any non-residential use are allowed if the total of all signs at a given establishment does not cover more than 30 percent of the total area of the window in which the signs are located.
 7. For non-residential uses, including public uses as defined in Article 20, a single A-frame sign not to exceed 16 square feet in area and a height of 4 feet, is allowed. The sign must be located within 25 feet of a building or designated site entrance that provides access to the use, and cannot impede pedestrian or vehicular traffic.

12-106 Prohibited Signs

The following signs are prohibited in all zoning districts and areas of the County.

1. General Prohibitions:

- A. Any sign not expressly permitted in this Article.

B. Any sign that violates any provision of any county, state or federal law or regulation.

C. Any sign that violates any provision of Chapter 61 of the County Code and the Virginia Uniform Statewide Building Code.

2. Prohibitions Based on Materials or Design:

A. Any sign that does not meet the performance standards for outdoor lighting set forth in Part 9 of Article 14.

B. A moving or windblown sign, but not a changeable copy or electronic display sign, the hands of a clock, or a weather vane.

C. Any sign displaying flashing or intermittent lights, or lights of changing degrees of intensity of color, or that is not in accordance with Sections 12-203 and 12-205 below.

3. Prohibitions Based on Location:

A. Any off-premise sign, to include a sign located on a lot where no principal use exists or any sign that projects beyond a property line, except for a sign located on a lot being offered for sale, rent or lease, or on which buildings are being constructed, as provided for in Sect. 12-105 above.

B. Roof signs, except for signs located on a penthouse or screening wall, as provided for in Sect 12-205 below.

C. Any sign that obstructs a window, door, fire escape, stairway, ladder, opening or access intended for light, air, ingress to, or egress from, a building.

D. Any sign located on a corner lot that is in violation of Sect. 2-505.

E. Any sign that is found to be in violation of the Virginia Uniform Statewide Building Code with respect to minimum clearance.

F. Any sign which, due to its location, size, shape and/or color, may obstruct, impair, interfere with the view of, or be confused with, any traffic control sign, signal or device erected by a public authority or where it may interfere with, mislead or confuse traffic. These signs are subject to immediate removal and disposal by an authorized County official as a nuisance.

12-107 Nonconforming Signs

1. Signs lawfully existing on the effective date of this Ordinance or prior ordinances, which do not conform to this Ordinance, and signs which are accessory to a nonconforming use, are deemed to be nonconforming signs and may remain except

as qualified below. Except as provided for in a Commercial Revitalization District, such signs cannot be enlarged, extended or structurally reconstructed or modified in any manner; except a sign face may be changed if the new face is equal to or reduced in height and/or sign area from the existing sign.

2. The property owner bears the burden of establishing the nonconforming status of a sign and of the existing physical characteristics and location of a sign. Upon notice from the Zoning Administrator, a property owner must submit verification that a sign was lawfully existing at the time of erection. Failure to provide verification is cause to remove the sign or bring it into compliance with this Article.
3. Nothing in this Section prevents keeping a nonconforming sign that is in good repair; however, no nonconforming sign may be repaired, rebuilt, or restored if the Building Official has declared it unsafe, as provided for in Sect. 12-104 above unless the activity results in a sign that conforms to this Article.
4. Nonconforming signs may not be moved on the same lot, or to any other lot, unless the change in location will make the sign conform to this Article.
5. When a nonconforming sign is removed, any sign erected later must conform to this Article, except as provided for in a Commercial Revitalization District.
6. A nonconforming sign that is destroyed or damaged by any casualty to an extent of 50 percent or less of its appraised value, may be restored within 2 years after the destruction or damage, but may not be enlarged in any manner. If a sign is destroyed or damaged to an extent more than 50 percent of its appraised value, it cannot be reconstructed unless it conforms to this Article.
7. A nonconforming sign that is changed to or replaced by a conforming sign will no longer be deemed nonconforming, and any new sign must conform to this Article.
8. A nonconforming sign must be removed if the structure to which it is accessory is demolished or destroyed by more than 50 percent of its appraised value. A nonconforming sign subject to removal under this paragraph must be removed within 30 days following written notice by the Zoning Administrator to the owner of the property. If the owner fails to comply with this notice the Zoning Administrator may initiate action to gain compliance with this Article.
9. If a nonconforming sign is located on property that becomes vacant and is unoccupied for a period of at least 2 years, the sign is deemed abandoned and the owner of the property must remove it. If the owner fails to do so, the Zoning Administrator may give the owner 30 days' written notice to remove it, except as otherwise provided in Sect. 12-104 above. If the owner fails to comply with the notice, the Zoning Administrator may enter onto the property and remove the sign. Such removal may be accomplished with the assistance of any agent designated by the Zoning Administrator or hired by the County for such purpose, and, the Zoning

Administrator may charge the cost of removal to the property owner. In addition, the Zoning Administrator may initiate legal action in court for an injunction or other appropriate remedy requiring the owner to remove an abandoned nonconforming sign.

10. The ownership of the sign or the property on which the sign is located does not affect the nonconforming status of the sign.

PART 2 12-200 SIGN REGULATIONS BY USE AND DISTRICT

12-201 Calculation of Sign Area

1. When building frontage is used to calculate allowable sign area, the following applies:
 - A. Building frontage is the linear width of the wall taken at a height no greater than 10 feet above grade.
 - B. On buildings with a single tenant or with multiple tenants that access the building via a common outside entrance(s), building frontage is the face or wall that is architecturally designed as the front of the building and that contains the main public entrance, as determined by the Zoning Administrator.
 - C. On buildings with more than a single tenant where each tenant has its own outside entrance(s), building frontage for each tenant is the wall that contains that tenant's main public entrance, as determined by the Zoning Administrator.



2. When calculating any allowable building-mounted sign area, the following applies:

- A. Building-mounted sign area is that area within a single continuous rectilinear perimeter of not more than 8 straight lines



intersecting at right angles, which encloses the outer limits of all words, representations, symbols and/or pictorial elements, together with all material,

color and/or lighting forming an integral part of the display or used to differentiate the sign from the background against which it is placed.

B. The area of building-mounted signs composed of individual letters and/or symbols is calculated by one of the following methods:

(1) If the space between the proposed individual letters or symbols is less in dimension than the width of the largest letter or symbol, sign area is calculated in accordance with Par. 2A above.

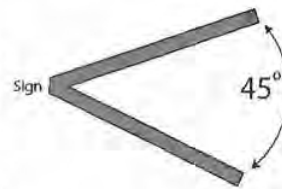
(2) If the space between the proposed individual letters or symbols is greater than the width of the largest letter or symbol, sign area is calculated as the total combined area of rectangular enclosures surrounding each individual letter or symbol.

3. The following provisions apply to any freestanding signs:

A. The supports, uprights or structure on which any freestanding sign is supported are not included in calculating sign area unless they form an integral background of the display, as determined by the Zoning Administrator; however, when a sign is placed on a fence, wall, or other similar structure that is designed to serve a separate purpose other than to support the sign, the area of such structure is not included in the sign area. In such cases, the sign area is calculated in accordance with Par. 2A above.

B. The area of a freestanding sign designed with more than one sign face is calculated as follows:

(1) If the sign faces are separated by an interior angle of 45 degrees or more, all sign faces are calculated in the sign area.



(2) If the sign faces are separated by an interior angle that is less than 45 degrees, sign area is calculated based on the area of the largest single face.

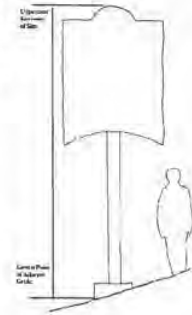
(3) If the sign faces are parallel to one another, the following applies:

(a) The area of the largest single face is used when the interior distance between the faces is 18 inches or less.

(b) The area of the largest single face and the area of the side or interval between faces is used when the interior distance between the faces is greater than 18 inches.



- C. The height of a freestanding sign is calculated as the maximum vertical distance from the uppermost extremity of a sign and/or its support, to the lowest point of the adjacent grade.



12-202 Signs in Residential Districts

The following signs are allowed with approval of a sign permit, as accessory to residential or non-residential land uses in a residential district, ~~to include public uses as defined in Article 20:~~

1. In a single family residential subdivision or a multiple family development, a freestanding sign is allowed at each major entrance, not to exceed 30 square feet in area and 8 feet in height. More than one sign may be placed at each major entrance but the total of all signs at a single entrance cannot exceed 30 square feet in area.
2. A rental office for a multiple family development is allowed one building-mounted or freestanding sign not to exceed 4 square feet in area and a height of 4 feet.
3. Agricultural uses on a lot at least 20 acres in size are allowed a total of 60 square feet of sign area. No single sign can exceed 30 square feet in area and a height of 8 feet.
4. Hospitals, as follows:
 - A. A single building-mounted sign for each building entrance, not to exceed 50 square feet in area.
 - B. A single freestanding sign at each entrance, not to exceed 80 square feet in area and 12 feet in height.
5. All other non-residential uses, including public uses as defined in Article 20, are allowed building-mounted and freestanding signs in accordance with the following:
 - A. Building-mounted signs cannot exceed 50 square feet in total area.

OPTION 1:

- B. A single freestanding sign not to exceed 40 square feet in area and 8 feet in height. (Advertised up to 20 feet in height).

OPTION 2:

- B. Freestanding signs as follows:

(1) For properties on a lot smaller than 5 acres, a single freestanding sign, not to exceed 16 square feet in area and 4 feet in height. (Advertised up to 20 feet in height).

(2) For properties on a lot of at least 5 acres but less than 20 acres, a single freestanding sign, not to exceed 32 square feet in area and 6 feet in height. (Advertised up to 20 feet in height).

(3) For properties on a at least 20 acres, or more, a single freestanding sign, not to exceed 40 square feet in area and 8 feet in height. (Advertised up to 20 feet in height).

However, the BZA, in approving a special permit, or the Board, in approving a rezoning or special exception, may further limit any sign for any land use in furtherance of those provisions set forth in Sections 8-007 and 9-007 of the Ordinance.

12-203

Performance Standards for Signs in Residential Districts

1. Building-mounted signs must be installed flush against the wall and cannot extend above or beyond the perimeter of the wall or roof of the building to which they are attached.
2. Freestanding signs cannot be located closer than 5 feet to any property line.

OPTION 1:

3. Changeable copy and electronic display signs are allowed as part of any freestanding sign, in accordance with the following:
 - A. Only one changeable copy or electronic display sign is allowed per lot. The area of the changeable copy or electronic display cannot exceed more than 50 percent of the maximum allowable area of that freestanding sign.
 - B. The message or copy of an electronic display sign cannot move and/or change more frequently than once every 8 seconds. The change of message or copy must be instantaneous without rolling, fading, or otherwise giving the illusion of movement, nor flash or vary in brightness.
 - C. The background of the sign face of an electronic display sign cannot be white, off-white or yellow in color.
 - D. Electronic display signs must include a photo cell to control brightness and automatically dim at sunset to a nighttime level of 40-100 nits.

OPTION 2:

3. Changeable copy and electronic display signs are allowed in accordance with the following:

A. As part of a monument sign, with a maximum height of 6 feet. (Advertised up to 8 feet in height).

B. The message or copy of an electronic display sign cannot move and/or change more frequently than once every 8 seconds. The change of message or copy must be instantaneous without rolling, fading, or otherwise giving the illusion of movement, nor flash or vary in brightness.

C. The background of the sign face of an electronic display sign cannot be white, off-white or yellow in color.

D. Electronic display signs must include a photo cell to control brightness and automatically dim at sunset to a nighttime level of 40-100 nits.

4. Illumination of signs must conform to the performance standards for outdoor lighting as set forth in Part 9 of Article 14.

12-204**Signs in Commercial and Industrial Districts**

The following signs are allowed with approval of a sign permit, as accessory to land uses, including public uses as defined in Article 20, that are located in a commercial district, including the commercial area of a P district and/or commercial uses located in a mixed-use building or development; or in an industrial district:

1. Building-mounted signs are allowed as follows:

A. For buildings with a single tenant or with multiple tenants that access the building by one or more common outside entrances, signs are limited to 1 ½ square feet of sign area **per linear foot of building frontage** for each of the first 100 linear feet of building frontage, plus one square foot of sign area for each additional linear foot of building frontage. However, no single sign may exceed 200 square feet in area.

B. For buildings with more than a single tenant where each tenant has its own outside entrance(s), signs cannot exceed 1 ½ square feet of sign area for each linear foot of building frontage occupied by each tenant, except as provided for in Sect. 12-301 below. The maximum sign area for any single tenant cannot exceed 200 square feet.

However, a single tenant, (1) having building frontage that results in an allowable sign area greater than 200 square feet and (2) occupying an area with more than one perimeter wall containing a main public entrance, may place up to a maximum of 200 square feet of total sign area on each such perimeter wall, although the combined sign area on any such wall cannot exceed 1 ½ times the length of the wall.

- C. In addition to sign area allowed in accordance with Par. A or B above, hospitals are allowed a single building-mounted sign for each building entrance. No such sign can exceed 50 square feet in area.

2. Freestanding signs are allowed as follows, unless further limited by Par. 3 below:

- A. In a commercial district, a use may have one freestanding sign up to 80 square feet in area and 20 feet in height. However, the use (1) must be located on a lot that has frontage on a primary highway or on a major thoroughfare and, (2) cannot be located on the same lot as a shopping center.

- B. In an industrial district, a single freestanding sign not to exceed 80 square feet in area and 20 feet in height may be erected for each building that has frontage on a major thoroughfare. However, if one tenant occupies a group of separate buildings with frontage on a major thoroughfare, that tenant is allowed only one freestanding sign.

- C. A hospital is allowed one freestanding sign at each entrance, and no such sign may exceed 80 square feet in area and 12 feet in height.

- D. Shopping centers are allowed one freestanding sign, not to exceed 80 square feet in area and 20 feet in height. If a shopping center has frontage on 2 or more major thoroughfares, however, it may have a second freestanding sign (for a total of 2 freestanding signs).

- E. For office and industrial parks:

- (1) One freestanding sign is allowed at each major entrance to the office or industrial park, not to exceed 40 square feet in area and a height of 20 feet.

- (2) One freestanding sign is allowed for each detached building that houses a principal use within an office or industrial park, not to exceed 30 square feet and a height of 8 feet.

3. The following regulations only apply to uses located on commercially and industrially zoned land located within a Sign Control Overlay District; where applicable, they are in addition to and supersede, Par. 2 above:

- A. A single tenant or building on a lot may have one freestanding sign if, (1) the lot has frontage on a primary highway or major thoroughfare and, (2) the single tenant or building is not located within or on the same lot as a shopping center. The sign cannot exceed 40 square feet in area and a height of 20 feet.
- B. A shopping center is allowed one freestanding sign not to exceed 40 square feet in area and a height of 20 feet.

12-205**Performance Standards for Signs in Commercial and Industrial Districts**

1. Building-mounted signs may be located anywhere on the surface of a wall but no part of the sign may extend above or beyond the perimeter of a wall, except when the sign is (1) erected at a right angle to the wall, (2) does not extend into the minimum required yard and, (3) is not located closer than 2 feet to any street line.
2. A building-mounted sign may be located on the wall of a penthouse or rooftop screening wall, as follows:
 - A. The sign must be mounted flat against the wall, and no part of the sign can extend above or beyond the perimeter of the wall.
 - B. The sign cannot be located more than 12 feet above the building roof supporting the penthouse or screening wall.
3. Freestanding signs may not project beyond any property line or be located within 5 feet of the curb of a service drive, travel lane or adjoining street. When located on a corner lot, a freestanding sign is subject to Sect. 2-505 of this Ordinance.

OPTION 1:

4. Changeable copy and electronic display signs are only allowed as part of any freestanding sign, in accordance with the following:
 - A. Only one changeable copy or electronic display sign is permitted per lot. The area of the changeable copy or electronic display cannot exceed more than 50 percent of the maximum allowable area of that freestanding sign.
 - B. The message or copy of an electronic display sign cannot move and/or change more frequently than once every 8 seconds. The change of message or copy must be instantaneous, without rolling, fading, or otherwise giving the illusion of movement, nor flash or vary in brightness.
 - C. The background of the sign face of an electronic display sign cannot be white, off-white or yellow in color.

- D. Electronic display signs must include a photo cell to control brightness and automatically dim at sunset to a nighttime level of 40-100 nits.

OPTION 2:

4. Changeable copy and electronic display signs are allowed as part of any freestanding sign, in accordance with the following:
- A. As part of a monument sign, with a maximum height of 6 feet. (Advertised up to 8 feet in height).
 - B. The message or copy of an electronic display sign cannot move and/or change more frequently than once every 8 seconds. The change of message or copy must be instantaneous, without rolling, fading, or otherwise giving the illusion of movement, nor flash or vary in brightness.
 - C. The background of the sign face of an electronic display sign cannot be white, off-white or yellow in color.
 - D. Electronic display signs must include a photo cell to control brightness and automatically dim at sunset to a nighttime level of 40-100 nits.
5. Illumination of signs must conform to the performance standards for outdoor lighting as set forth in Part 9 of Article 14.

12-206

Other Permitted Signs

1. The following signs are only allowed in a commercial or industrial district, or the commercial area of a P district, in addition to those sign types and amounts allowed in Sect. 12-204 above:
- A. Service stations or service station/mini-marts are permitted one additional square foot of sign area to be displayed on each gasoline pump.
 - B. Motor vehicle fuel price signs required by Article 4 of Chapter 10 of The Code.
2. ~~Aeeessory~~ **Each accessory** service uses permitted pursuant to Sect. 10-200 of this Ordinance ~~are is~~ allowed a single building-mounted sign not to exceed 15 square feet in area. ~~These signs will, to~~ be calculated as part of the total allowable building-mounted sign area for the building.

Part 3

12-300 SPECIAL APPROVALS

12-301

Administrative Comprehensive Sign Plan

As an alternative to calculating building frontage in accordance with Par. 1B of Sect. 12-201 above, the Zoning Administrator may authorize a different allotment of sign area to the various tenants of a building or buildings by approval of an administrative comprehensive sign plan, as follows:

1. A request for an administrative comprehensive sign plan must include written authorization from the owner of the building(s), or an authorized agent, accompanying graphics showing the proposed size, height and location of all signs, and the required filing fee as set forth in Section 18-106.
2. The total area for all signs cannot exceed the maximum allowable sign area for the building as determined in accordance with Par. 1B of Sect. 12-201 above. The maximum sign area for any single tenant cannot exceed 200 square feet.

However, a single tenant, (1) having building frontage that results in an allowable sign area greater than 200 square feet and (2) the tenant occupies an area with more than one perimeter wall containing a main public entrance, may place up to a maximum of 200 square feet of total sign area on each such perimeter wall, although the combined sign area on any such wall cannot exceed 1 ½ times the length of the wall.

12-302 Special Permits

1. The BZA may grant a special permit to increase the height of a freestanding sign in a neighborhood or community shopping center when it determines that the application of this Article would cause a hardship due to issues of topography. However, such freestanding sign cannot extend to a height greater than 26 feet above the elevation of the center line of the nearest street.
2. The BZA may grant a special permit to allow additional sign area and/or height, or a different arrangement of sign area distribution for a regional shopping center when it determines that the application of this Article would cause a hardship due to issues of topography or location of the regional shopping center. However, the total combined sign area for the regional shopping center cannot exceed 125 percent of the sign area otherwise allowed by the provisions of this Article.
3. In cases where an individual or grouping of enterprises within a shopping center are located so that the building frontage is not visible from a street, the BZA may grant a special permit to allow building-mounted sign(s) for such enterprises to be erected at the entrances, arcades or interior malls. However, the total combined sign area for the shopping center cannot exceed 125 percent of the sign area otherwise permitted.

12-303 Special Exceptions

1. In conjunction with the approval of a special exception for a hospital, the Board may approve additional signs for the use in accordance with Sect. 9-308.
2. In commercial and industrial districts, the Board may approve, either in conjunction with the approval of a rezoning or as a Category 6 special exception, a modification or waiver of the sign regulations in accordance with Sect. 9-620.

12-304 Uses in P Districts

The provisions set forth in the preceding Sections apply to signs accessory to uses in P districts. However, in keeping with the intent to allow flexibility in the design of planned developments, the following is applicable to signs in P districts:

1. Signs may be permitted in a P district in accordance with a comprehensive sign plan subject to approval by the Planning Commission following a public hearing conducted in accordance with Sect. 18-109. The comprehensive sign plan will show the location, size, height and extent of all proposed signs within the specified area of the P district.
2. An application for a comprehensive sign plan may be submitted by any property owner, owner of an easement, lessee, contract purchaser or their agent. The application must be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located, and a fee as set forth in Sect. 18-106.
3. Any comprehensive sign plan must be in accordance with the standards for all planned developments as set forth in Part 1 of Article 16. All proposed signs must be in scale and harmonious with the development and so located and sized to ensure convenience to users of the development, while not adding to street clutter or otherwise detracting from architectural and urban design elements of the development.

Amend Article 4, Commercial District Regulations, as follows:

- **Amend Part 1, C-1 Low-Rise Office Transitional District, Section 4-105, Use Limitations; and Part 2, C-2 Limited Office District, Section 4-205, Use Limitations; by revising Par. 5 and deleting Par. 5G, in both sections, to read as follows:**

5. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

~~G. There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty two (32) square feet in area or be less than ten (10)~~

square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.

- Amend Part 3, C-3 Office District, Section 4-305, Use Limitations; and Part 4, C-4 High Intensity Office District, Section 4-405, Use Limitations; by revising Par. 5, deleting Par. 5G and revising Paragraphs 6 and 6C, in both sections, to read as follows:

- 5. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

- 6. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

C. ~~There shall be no~~ No signs identifying are allowed for the use and/or the or its associated vehicle, sale, rental and ancillary service establishment.

- Amend Part 5, Neighborhood Retail Commercial District, Section 4-505, Use Limitations, by revising Par. 9, deleting Par. 9G, and revising Par. 10 to read as follows:

- 9. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

- 10. Drive-through pharmacies ~~shall be~~ are permitted by right (a) when located on a lot ~~which that~~ is not abutting or ~~not~~ across a local or collector street from residentially zoned land, which land is either developed with dwellings or vacant; (b) when the lot is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking; and (c) when there are adequate parking and stacking spaces for the use which are provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. Drive-through pharmacies which do not meet these limitations may be allowed by special exception in accordance with the provisions of Article 9.

In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.

- 1 - **Amend Part 6, C-6 Community Retail Commercial District, Section 4-605, Use Limitations,**
 2 **by revising Par. 8; deleting Par. 8G; and revising Paragraphs 9, 11, and 11C, to read as**
 3 **follows:**

- 4
 5 8. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
 6 with the following:

7
 8 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
 9 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
 10 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
 11 ~~to any street line.~~

- 12
 13 9. Drive-through pharmacies ~~shall be~~ are permitted by right (a) when located on a lot ~~which that~~
 14 is not abutting or ~~not~~ across a local or collector street from residentially zoned land, which
 15 land is either developed with dwellings or vacant; (b) when the lot is designed to minimize
 16 the potential for turning movement conflicts and to facilitate safe and efficient on-site
 17 circulation and parking; and (c) when there are adequate parking and stacking spaces for the
 18 use which are provided and located in such a manner as to facilitate safe and convenient
 19 vehicle and pedestrian access to all uses on the lot. Drive-through pharmacies which do not
 20 meet these limitations may be allowed by special exception in accordance with the provisions
 21 of Article 9.

22
 23 In addition, signs shall be required to be posted in the vicinity of the stacking area stating
 24 the limitations on the use of the window service and/or drive-through lane. Such signs shall
 25 not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.

- 26
 27 11. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

28
 29 C. ~~There shall be no~~ No signs identifying are allowed for the use and/or the or its
 30 associated vehicle, sale, rental and ancillary service establishment.

- 31
 32 - **Amend Part 7, Regional Retail Commercial District, Section 4-705, Use Limitations, by**
 33 **revising Par. 9; deleting Par. 9G; and revising Paragraphs 10, 12 and 12C, to read as**
 34 **follows:**

- 35
 36 9. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
 37 with the following:

38
 39 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
 40 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
 41 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
 42 ~~to any street line.~~

- 43
 44 10. Drive-through pharmacies ~~shall be~~ are permitted by right (a) when located on a lot ~~which that~~
 45 is not abutting or ~~not~~ across a local or collector street from residentially zoned land, which

land is either developed with dwellings or vacant; (b) when the lot is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking; and (c) when there are adequate parking and stacking spaces for the use which are provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. Drive-through pharmacies which do not meet these limitations may be allowed by special exception in accordance with the provisions of Article 9.

~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

12. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

C. ~~There shall be no~~ No signs identifying are allowed for the use ~~and/or the~~ or its associated vehicle, sale, rental and ancillary service establishment.

- **Amend Part 8, Highway Commercial District, Section 4-805, Use Limitations, by revising Par. 11; deleting Par. 11G; and revising Paragraphs 12, 14, and 14C, to read as follows:**

11. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

12. Drive-through pharmacies ~~shall be~~ are permitted by right (a) when located on a lot ~~which that~~ that is not abutting or ~~not~~ across a local or collector street from residentially zoned land, which land is either developed with dwellings or vacant; (b) when the lot is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking; and (c) when there are adequate parking and stacking spaces for the use which are provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. Drive-through pharmacies which do not meet these limitations may be allowed by special exception in accordance with the provisions of Article 9.

~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

14. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

- C. ~~There shall be no~~ No signs identifying are allowed for the use and/or the or its associated vehicle, sale, rental and ancillary service establishment.

Amend Article 5, Industrial District Regulations, as follows:

- **Amend Part 1, I-1 Light Industrial Research District, Section 5-105, Use Limitations, by revising Par. 6 and deleting Par. 6G, to read as follows:**

- 6. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

- **Amend Part 2, I-2 Industrial Research District, Section 5-205, Use Limitations, by revising Par. 5 and deleting Par. 5G, to read as follows:**

- 5. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

- **Amend Part 3, I-3 Light Intensity Industrial District, Section 5-305, Use Limitations, by revising Par. 5, deleting Par. 5G, and revising Paragraphs 7 and 7C, to read as follows:**

- 5. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

- 7. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

C. ~~There shall be no~~ No signs identifying are allowed for the use and/or the or its associated vehicle, sale, rental and ancillary service establishment.

- **Amend Part 4, I-4 Medium Intensity Industrial District, Section 5-405, Use Limitations, by revising Par. 6, deleting Par. 6G, and revising Paragraphs 8 and 8C, to read as follows:**

6. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

8. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

C. ~~There shall be no~~ No signs identifying are allowed for the use ~~and/or the~~ or its associated vehicle, sale, rental and ancillary service establishment.

- **Amend Part 5, I-5 General Industrial District, Section 5-505, Use Limitations, by revising Par. 8 and deleting Par. 8G to read as follows:**

8. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

- **Amend Part 6, I-6 Heavy Industrial District, Section 5-605, Use Limitations, by revising Par. 7 and deleting Par. 7G to read as follows:**

7. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

- Amend Article 6, Planned Development District Regulations, as follows:**

- **Amend Part 1, PDH Planned Development Housing District, Section 6-106, Use Limitations, by revising Par. 11 to read as follows:**

11. Drive-through pharmacies ~~shall be~~ are permitted only on a lot which is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking. Adequate parking and stacking spaces for the use ~~shall~~ are to be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. ~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

- **Amend Part 2, PDC Planned Development Commercial District, Section 6-206, Use Limitations, by revising Paragraphs 11, 13 and 13C to read as follows:**

11. Drive-through pharmacies ~~shall be~~ are permitted only on a lot which is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking. Adequate parking and stacking spaces for the use ~~shall~~ are to be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. ~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

13. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

C. ~~There shall be no~~ No signs identifying are allowed for the use ~~and/or the~~ or its associated vehicle, sale, rental and ancillary service establishment.

- **Amend Part 3, PRC Planned Residential Community District, Section 6-305, Use Limitations, by revising Par. 12 to read as follows:**

12. Drive-through pharmacies ~~shall be~~ are permitted only on a lot which is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking. Adequate parking and stacking spaces for the use ~~shall~~ are to be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. ~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

- **Amend Part 5, Planned Tysons Corner Urban District, Section 6-505, Use Limitations, by revising Paragraphs 15 & 15C to read as follows:**

15. New vehicle storage ~~shall only be~~ is permitted when located within a parking structure as a temporary use and only in accordance with the following:

- C. ~~There shall be no~~ No signs identifying are allowed for the use and/or the or its associated vehicle, sale, rental and ancillary service establishment.

Amend Article 7, Overlay and Commercial Revitalization District Regulations, as follows:

- **Amend Part 5, Sign Control Overlay District, Section 7-508, Use Limitations, by revising the provision to read as follows:**

As specified in the underlying zoning district(s), and as qualified for signs by the provisions of Par. 3 of Sect. 12-204.

Amend Article 8, Special Permits, as follows:

- **Amend Part 0, General Provisions, Section 8-004, Status of Special Permit Uses, by revising Par. 4J to read as follows:**

4. Minor modifications to special permits are allowed when the Zoning Administrator determines that they substantially conform to the approved special permit and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering and design.

Minor modifications may not:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

- **Amend Part 8, Group 8 Temporary Uses, Section 8-810, Standards and Time Limits for Temporary Farmers' Markets, by deleting Par. 7, as follows:**

~~7.—One (1) temporary sign may be permitted in accordance with the provisions of Sect. 12-103.~~

- **Amend Part 8, Group 8 Temporary Uses, Section 8-812, Standards and Time Limits for Temporary Portable Storage Containers, by deleting Par. 6, as follows:**

~~6.—Signage on portable storage containers shall be in accordance with Par. 2S of Sect. 12-103.~~

- **Amend Part 8, Group 8 Temporary Uses, Section 8-909, Additional Standards for Open-Air Produce Stands, by deleting Par. 6, as follows:**

~~6.—One (1) sign may be permitted in accordance with the provisions of Sect. 12-103.~~

Amend Article 9, Special Exceptions, as follows:

- **Amend Part 0, General Provisions, Section 9-004, Status of Special Exception Uses, by revising Par. 4J to read as follows:**

4. Minor modifications to special exceptions are allowed when the Zoning Administrator determines that they substantially conform to the approved special exception and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering and design.

Minor modifications may not:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

- **Amend Part 1, Category 1 Light Public Utility Uses, Section 9-105, Additional Standards for Mobile and Land Based Telecommunication Facilities, by revising Par. 2 to read as follows:**

2. Except for a flag mounted on a flagpole as permitted under the provisions of ~~Par. 2 of Sect. 12-203~~ Article 12, no ~~commercial advertising or signs shall be~~ are allowed on any monopole, tower, antenna, antenna support structure, or related equipment cabinet or structure.

- **Amend Part 3, Category 3 Quasi-Public Uses, Section 9-308, Additional Standards for Medical Care Facilities, by revising Par. 7 to read as follows:**

7. For hospitals, the Board of Supervisors may approve additional on-site signs when it is determined, based on the size and nature of the hospital, that additional signs are necessary in order to ~~provide needed information to better serve~~ the public and that such signs will not have an adverse impact on adjacent properties. All proposed signs ~~shall be~~ are subject to the maximum area and height limitations for hospital signs set forth in Article 12. All requests ~~shall must~~ must show the location, size, height and number of all existing and proposed signs, as well as the information to be displayed on the signs.

- **Amend Part 3, Category 3 Quasi-Public Uses, Section 9-311, Additional Standards for Alternate Use of Public Facilities, by revising Par. 4 to read as follows:**

4. Signs as may be permitted in accordance with the provisions of ~~Par. 2M of Sect. 12-208~~ Sect. 12-202 ~~shall be~~ are limited to one building-mounted and one freestanding sign for all alternate uses in a given public facility.

- **Amend Part 5, Category 5 Commercial and Industrial Uses of Special Impact, Section 9-505, Additional Standards for Automobile-Oriented Uses, Car Washes, Drive-In Financial Institutions, Drive-Through Pharmacies, Quick-Service Food Stores, Restaurants, Restaurants with Drive-Through, Carryout Restaurants, Service Stations, and Service Stations/Mini-Marts, by deleting Par. 1E, as follows:**

1. In all districts where permitted by special exception:

~~E. For a drive-through pharmacy, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

- Amend Part 6, Category 6 Miscellaneous Provisions Requiring Board of Supervisors' Approval, Section 9-620, Waiver of Certain Sign Regulations, by revising Par. 1 to read as follows:

1. Such waiver may be for an increase in sign area, increase in sign height or different location of a sign, not otherwise provided by ~~Seet. 12-304~~ Sect. 12-302. Such waiver ~~shall~~ may not allow the erection of a freestanding sign or off-site sign; not otherwise permitted by this Ordinance, or the establishment of any sign prohibited by the provisions of ~~Seet. 12-104~~ Article 12.

Amend Article 10, Accessory Uses, Accessory Service Uses and Home Occupations, as follows:

- Amend Part 1, Accessory Uses and Structures, Section 10-102, Permitted Accessory Uses, by revising Paragraphs 27 and 27H; revising Par. 28 and deleting Par. 28E; and deleting Par. 30G, to read as follows:

27. Temporary family health care structures ~~shall be~~ are permitted on lots zoned for and developed with single family detached dwellings, subject to the approval of the Zoning Administrator by issuance of a permit and compliance with the following provisions:

H. No signs ~~promoting or advertising the structure shall be permitted on the structure or on the lot~~ are allowed for a temporary family health care structure.

28. Temporary portable storage containers ~~shall be~~ are allowed in any yard on lots containing a dwelling, subject to all of the following:

~~E. Signage on temporary portable storage containers shall be in accordance with Par. 28 of Sect. 12-103.~~

30. Wayside stands, but subject to the following limitations:

~~G. Notwithstanding the provisions of Article 12, a wayside stand may have one (1) building mounted sign, mounted flush against the stand, which does not exceed ten (10) square feet in area.~~

Amend Article 14, Performance Standards, as follows:

- Amend Part 9, Outdoor Lighting Standards, Section 14-902, Applicability and General Provisions, by revising Paragraphs 2 and 2D, to read as follows:

2. Except as provided in Sections 904 and 905 below, all outdoor lighting fixtures ~~shall~~ must comply with the following:

- D. Internally illuminated signs, ~~except those which bear a state or federal registered trademark, shall~~ must have an opaque background and translucent text and symbols, or ~~shall~~ have a translucent background that is not white, off-white or yellow in color. ~~In addition, internally illuminated signs must comply with the provisions of Article 12.~~

All illuminated signage located on the sides of a canopy ~~shall~~ must be internally illuminated or backlit.

Amend Article 16, Development Plans, as follows:

- **Amend Part 2, Procedures for Review and Approval of a PRC District, Section 16-203, PRC Plan Approval, by revising Par. 8J, to read as follows:**

8. Minor modifications to an approved rezoning and development plan may be permitted in a PRC plan when it is determined by the Zoning Administrator that they substantially conform to the approved rezoning and development plan and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering, and design.

Minor modifications may not:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

- **Amend Part 4, Procedures for Review and Approval of All P Districts Except the PRC District, Section 16-403, Site Plan/Subdivision Plat Preparation, Building Permit, Residential Use Permit and Non-Residential Use Permit, by revising Par. 4J, to read as follows:**

4. Minor modifications to a final development plan are allowed when the Zoning Administrator determines that they substantially conform to the approved final development plan and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering and design.

Minor modifications may not:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

Amend Article 17, Site Plans, as follows:

- Amend Part 2, Required Improvements, Section 17-201, Improvements To Be Provided, by revising Par. 7, to read as follows:

7. Installation of adequate ~~'No Parking'~~ signs along travel lanes or service drives to prohibit parking on same. Such signs ~~shall~~ must be located on each curbed side, no more than fifty (50) feet apart.

Amend Article 18, Administration, Amendments, Violations and Penalties, as follows:

- Amend Part 1, Administration, Section 18-106, Application and Zoning Compliance Letter Fees, by revising Par. 5 and adding a new Par. 14, to read as follows:

5. Fees for food trucks, small cell facilities, home occupations, ~~sign permits~~ and site plans, ~~shall be~~ as specified in Articles 2, 10, ~~12~~ and 17, respectively.

14. Sign Permits and Administrative Comprehensive Sign Plans: \$95

- Amend Part 2, Amendments, Section 18-204, Proffered Condition Regulations, by revising Par. 4J, to read as follows:

4. Minor modifications to the proffered conditions are allowed when the Zoning Administrator determines that they substantially conform to the proffered conditions and do not materially alter the character of the approved development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering and design. Minor modifications are not amendments or variations to the proffered conditions.

Minor modifications may not conflict with a proffer or:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

- Amend Part 3, Appeals, Section 18-303, Time Limit on Filing, by revising Paragraphs 2, 2E and 2F, to read as follows:

2. Appeals for notices of violation involving the following violations ~~shall~~ must be filed within ten (10) days from the date of the notice with the Zoning Administrator and the BZA:

- E. Erection of prohibited signs on private property in violation of ~~Paragraphs 1, 4, 5, 6, 7, 11, 12, 13 or 14 of Sect. 12-104~~ Par. 2 and Paragraphs 3A through 3E of Sect. 12-106.

- F. Erection, alteration, refacing or relocation of a sign on private property in violation of ~~Sect. 12-301~~ Par. 1 of Sect. 12-104.

1 - Amend Part 4, Variances, Section 18-406, Unauthorized Variances, by revising Par. 6, to
2 read as follows:

- 3
4 6. No variance shall ~~may~~ be authorized that would relate to signs, ~~except that a variance may be~~
5 considered to the provisions of Par. 14 of Sect. 12-104.

6
7 Amend Article 20, Ordinance Structure, Interpretations and Definitions, Part 3, Definitions,
8 by deleting the references to Building-Mounted Sign, Freestanding Sign and Portable Sign,
9 and also deleting the definition of Raceway and Sign, as follows:

10
11 BUILDING MOUNTED SIGN: ~~See SIGN, BUILDING MOUNTED.~~

12
13 FREESTANDING SIGN: ~~See SIGN, FREESTANDING.~~

14
15 PORTABLE SIGN: ~~See SIGN, PORTABLE.~~

16
17 RACEWAY: ~~A structure or architectural component of a building specifically designed to support~~
18 ~~and contain a continuous series of signs accessory to a series of tenants occupying space in a given~~
19 ~~building. Such structures generally traverse the entire length of the building and may be illuminated~~
20 ~~or constructed of materials so as to be different from the facade of the building.~~

21
22 SIGN: ~~Any writing, letter work or numeral, pictorial presentation, illustration or decoration,~~
23 ~~emblem, device, symbol or trademark, flag, banner or pennant or any other device, figure or similar~~
24 ~~character which:~~

25
26 1. ~~Is used to announce, direct attention to, identify, advertise or otherwise make anything~~
27 ~~known; and~~

28
29 2. ~~Is visible from the public right of way or from adjoining property.~~

30
31 ~~SIGN, BUILDING MOUNTED: A sign attached to and deriving its support from a building.~~

32
33 ~~SIGN, FREESTANDING: A nonmovable sign supported by a fence, retaining wall, or by upright~~
34 ~~structural members or braces on or in the ground and not attached to a building.~~

35
36 ~~SIGN, PORTABLE: Any sign not permanently affixed to the ground nor to a building,~~
37 ~~including, but not limited to, a sign that is moveable, such as a sandwich board sign, A-frame sign,~~
38 ~~gas or hot air filled displays, balloons or banners.~~

39
40 Amend Appendix 7, Commercial Revitalization Districts, as follows:

- 41
42 - Amend Part 1, Annandale Commercial Revitalization District, Section A7-109, Additional
43 Provisions; Part 2, Bailey's Crossroads/Seven Corners Commercial Revitalization District,
44 Section A7-209, Additional Provisions; Part 3, McLean Commercial Revitalization District,
45 Section A7-309, Additional Provisions; Part 4, Richmond Highway Commercial

1 **Revitalization District, Section A7-409, Additional Provisions; and Part 5, Springfield**
2 **Commercial Revitalization District, Section A7-509, Additional Provisions; by revising Par.**
3 **4 in all sections to read as follows:**

4
5 4. The sign provisions of Article 12 shall apply, except as follows:

6
7 A. ~~Signs that signs~~ lawfully existing on the effective date of this Ordinance or prior
8 ordinances, which do not conform to the provisions of this Ordinance, and signs
9 ~~which that~~ are accessory to a nonconforming use, ~~shall be~~ are deemed to be
10 nonconforming signs and may remain. Notwithstanding Paragraphs ~~1 and 4 of Sect.~~
11 ~~12-110~~ 1 and 5 of Sect. 12-107, such signs ~~shall may~~ not be enlarged or extended but
12 may be removed and replaced with a sign ~~which that~~ is reduced in height and/or sign
13 area.

14
15 B. ~~When erected by a public agency or County recognized revitalization organization,~~
16 ~~there may be freestanding signs, located within or in proximity to the Commercial~~
17 ~~Revitalization District boundaries, which identify the district or give directions~~
18 ~~and/or distances to commercial areas or centers within the district. No such sign shall~~
19 ~~give the name, direction, or distance to any specific business or identify a specific~~
20 ~~product. Such signs, which may include a banner affixed to the signpost, shall not~~
21 ~~exceed sixty (60) square feet in area or twenty (20) feet in height. In addition, within~~
22 ~~the Commercial Revitalization District, there may be separately erected banners,~~
23 ~~erected by a public agency or County recognized revitalization organization,~~
24 ~~identifying the district or announcing districtwide events, but no individual~~
25 ~~businesses or products. Such banners shall not exceed twenty (20) square feet in area~~
26 ~~or twenty (20) feet in height. All banners shall be securely affixed at the top and the~~
27 ~~bottom so as to preclude any fluttering or rotation by the movement of the~~
28 ~~atmosphere. The banners shall also be subject to the applicable outdoor advertising~~
29 ~~provisions of the Code of Virginia. When erected by a public agency, such signs~~
30 ~~and/or banners shall not require a sign permit, but when erected by a County~~
31 ~~recognized revitalization organization, a sign permit shall be required.~~
32

Major Issue Area	Staff Report Option	Advertised Options	Staff Recommendation
Definition of Sign	Sign is anything visible from any street.	Sign is anything visible from certain street types.	A sign is that which is visible from any public or private street, but not if only visible from internal drive aisles in non-residential developments.
Exemption of Signs on Public Property	No exemption for signs on public property; they must meet all proposed regulations.	Exemption of signs on public property from the proposed regulations, either in whole or in part.	Exemption of signs on public property from Section 12-105, Minor Signs, only.
Vehicle Signs	Must be parked at place of business, in a marked parking space with no further setback requirement.	Imposes a minimum setback requirement for a vehicle sign from the front lot line, up to 25 feet.	Staff report option – staff does not recommend any setback restrictions.
Exemption of Building Mounted Signs for Schools	Exemption of non-illuminated letters or numbering on any school, up to 10% of the area of the wall on which placed.	Allows up to 25% of the area of the wall on which placed.	Staff report option – staff recommends no coverage above 10% due to the size of many school facilities.
Yard Signs	12 SF total per lot, limit on size of a single sign to 4 SF.	Allows up to 16 SF total per lot.	Staff report option.
Minor Signs	For uses with frontage on major thoroughfare: 40 SF total per lot; limit on size of a single sign to 24 SF; allows one freestanding sign at 4-foot height. For all other uses: 24 SF total per lot and all signs must be building mounted.	Allows flexibility to consider all options for all uses: Up to 60 SF total per lot; no limit on the size of a single sign; no limit on the number of freestanding signs; and a maximum freestanding sign height up to 6 feet.	For uses with frontage on major thoroughfare: 32 SF total per lot; no limit on the size of a single sign; allow two freestanding signs at a height of 4 feet. For all other uses: Staff report option.
Off-site/Directional Signs	Off-site/directional signs prohibited.	No alternative option proposed.	Staff report option.
Freestanding Signs for Non-Residential Land Uses in Residential Districts	For permanent freestanding signs, a total of 40 SF, with maximum height of 8 feet for all non-residential land uses.	Allows a sliding scale of sign size and height, based on lot size – up to a maximum of 40 SF, with a maximum height of 8 feet. Also allow consideration of a height up to 20 feet for all options.	Staff report option. However, if alternative option selected, staff recommends the maximum sign height of 8 feet carry forward.
Electronic Display Signs	Allowed in all districts as part of a freestanding sign, up to 50% of the allowable SF, with the height as allowed by zoning district.	Allows the entire allowable freestanding sign area to be an electronic display but requires that the sign be a monument style sign with a maximum height of 6 feet, regardless of zoning district.	Staff report option, although staff acknowledges that both options represent appropriate regulation of electronic display signs.

ATTACHMENT 4

Major Issue Area	Staff Report Option	Advertised Alternative Options	Staff Recommendation	Planning Commission Recommendation
Definition of Sign	Sign is anything visible from any street.	Sign is anything visible from certain street types.	A sign is that which is visible from any public or private street, but not if only visible from internal drive aisles in non-residential developments.	
Exemption of Signs on Public Property	No exemption for signs on public property; they must meet all proposed regulations.	Exemption of signs on public property from the proposed regulations, either in whole or in part.	Exemption of signs on public property from Section 12-105, Minor Signs, only.	
Vehicle Signs	Must be parked at place of business, in a marked parking space with no further setback requirement.	Imposes a minimum setback requirement for a vehicle sign from the front lot line, up to 25 feet.	Staff report option – staff does not recommend any setback restrictions.	
Exemption of Building Mounted Signs for Schools	Exemption of non-illuminated letters or numbering on any school, up to 10% of the area of the wall on which placed.	Allows up to 25% of the area of the wall on which placed.	Staff report option – staff recommends no coverage above 10% due to the size of many school facilities.	
Yard Signs	12 SF total per lot, limit on size of a single sign to 4 SF.	Allows up to 16 SF total per lot.	Staff report option.	
Minor Signs	For uses with frontage on major thoroughfare: 40 SF total per lot; limit on size of a single sign to 24 SF; allows one freestanding sign at 4-foot height. For all other uses: 24 SF total per lot and all signs must be building mounted.	Allows flexibility to consider all options for all uses: Up to 60 SF total per lot; no limit on the size of a single sign; no limit on the number of freestanding signs; and a maximum freestanding sign height up to 6 feet.	For uses with frontage on major thoroughfare: 32 SF total per lot; no limit on the size of a single sign; allow two freestanding signs at a height of 4 feet. For all other uses: Staff report option.	
Off-site/Directional Signs	Off-site/directional signs prohibited.	No alternative option proposed.	Staff report option.	
Freestanding Signs for Non-Residential Land Uses in Residential Districts	For permanent freestanding signs, a total of 40 SF, with maximum height of 8 feet for all non-residential land uses.	Allows a sliding scale of sign size and height, based on lot size – up to a maximum of 40 SF, with a maximum height of 8 feet. Also allow consideration of a height up to 20 feet for all options.	Staff report option. However, if alternative option selected, staff recommends the maximum sign height of 8 feet carry forward.	
Electronic Display Signs	Allowed in all districts as part of a freestanding sign, up to 50% of the allowable SF, with the height as allowed by zoning district.	Allows the entire allowable freestanding sign area to be an electronic display but requires that the sign be a monument style sign with a maximum height of 6 feet, regardless of zoning district.	Staff report option, although staff acknowledges that both options represent appropriate regulation of electronic display signs.	Staff report option for Residential Districts (12-203); advertised alternative option for Commercial and Industrial Districts (12-205).




County of Fairfax, Virginia

MEMORANDUM

DATE: March 6, 2019

TO: Board of Supervisors

FROM: Andrew Hushour 
Deputy Zoning Administrator, Zoning Administration Division (ZAD)

SUBJECT: Revised Text for Zoning Ordinance Amendment Re: Article 12, Signs, and Related Provisions
Board of Supervisors Public Hearing: February 5, 2019
Decision Deferred to March 19, 2019 at 3:30 p.m.

Background:

On February 5, 2019, the Board of Supervisors held a public hearing on the referenced amendment and received the staff comment and public input. The Board deferred the decision to March 19, 2019, to allow staff time to conduct additional research regarding the proposed prohibition of off-premise signs and its legal justification, to present other language related to the definition of a sign, and to prepare appropriate grandfather provisions. The Board also requested that staff brief the Board on these topics at its Development Process Committee meeting on March 12, 2019.

Attached is revised text for your consideration, as well as the chart that summarizes the various potential options for each of the major issue areas that are discussed in Part III of the Staff Report dated November 19, 2018, to include the staff and Planning Commission recommendations. The revised text is based on the version of the amendment as recommended by the Planning Commission. Therefore, all changes identified in the revised text are based on discussion and input received at the Board public hearing and in the following weeks. As always, the Board still has maximum flexibility to make changes or propose alternate recommendations within each of the major issue areas, assuming such changes or recommendations are within the scope of the advertisements, all of which is discussed in detail in the Staff Report.

Substantive Revisions:**1. Definition of "Sign" - Section 12-102 (pages 2-3 of revised text)**

After the February 5th public hearing, staff continued to receive feedback from certain stakeholders as to whether or not the Planning Commission's recommendation clearly articulated the scope of regulation for larger scale non-residential development such as shopping centers and office parks, which are often served by private, internal travel ways. Staff has further refined the definition of "Sign," to include any device or structure *"which is visible from any public or private street and is used to direct attention to identify a permitted land use. For non-residential developments, this definition is not intended to include private streets or other privately maintained access ways that do not directly connect to a public street."*

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The revised language further clarifies that a sign does not include those things that are *only* visible from private streets or other privately maintained access ways that do not directly connect to a public street, or otherwise designed to function like a public or private street.

2. MINOR SIGNS FOR NON-RESIDENTIAL USES – Section 12-105(5)(B) (pages 7-8 of revised text)

Based on feedback received following the Board hearing, staff is proposing an alternative to Par. 5B of Sect. 12-105 for the Board's consideration. This paragraph sets forth the allowable number of minor signs for all non-residential land uses that do not have frontage on a major thoroughfare. As recommended by staff and the Planning Commission, these uses would be allowed a total of 24 square feet of minor signs per lot but the signs can only be building-mounted. However, staff has received feedback that the prohibition of freestanding minor signs could penalize those land uses that do not have buildings in visible proximity to a street. Therefore, the alternative keeps the same total of 24 square feet but it removes the building-mounted only restriction and allows up to 2 freestanding signs per lot, which is similar to the provision for non-residential land uses with frontage on a major thoroughfare, found in Par. 5A.

3. OFF-PREMISES SIGNS – Section 12-106(3) (page 9 of revised text)

This proposed change is in response to public testimony made at the February 5th public hearing, regarding the possibility of allowing off-site real estate signs, which is deemed to be commercial activity, in residential districts. The revised draft text provides three options:

- (i) Option 1: Prohibition on all off-premise commercial signs. Off-premises non-commercial signs would not be prohibited.
- (ii) Option 2: Allow one off-premise commercial sign to be displayed as a yard sign in any residential district and limited to 4 square feet in size.
- (iii) Option 3: Eliminate the prohibition of off-premises signs. This option would require several deletions in the draft: the deletion of the definition of "off-premise sign" in Section 12-102, the reference to "off-premise signs" in Par. 2 of Section 12-103, and Par. 3 of 12-103, which states that signs are accessory uses that must be located on the same lot as their principal use. The following chart identifies some of the benefits and challenges of each option:

Option	Benefits	Challenges
Total Prohibition	Uniformly applies prohibition of off-premise commercial speech.	Provides no flexibility and no room for interpretation.
One Off-Premise Sign as a Yard Sign	Allows limited commercial speech on residentially zoned property but does not completely open up residential areas to the activity.	Difficult to enforce; in order to verify complaint, staff would have to evaluate speech on all yard signs displayed and make judgement call as to what is commercial speech and what is not.

Option	Benefits	Challenges
No Prohibition	Allows commercial speech on residentially zoned property. No enforcement challenges, as the sign message is never considered. Would also allow off-premise signs for non-profits and other community groups that would be deemed commercial activity with regards to signs.	No limit to the activity; since staff cannot limit one commercial activity over another, any commercial speech would be permissible – to include off-premise and on-site commercial speech. On-site commercial speech could also include signs for home occupations and short-term lodging.

Option 2 presents enforcement challenges since it would require County staff, as part of a compliance investigation, to make and defend a finding as to whether a particular *message* is commercial or non-commercial. This underscores staff's statements in the staff report and throughout the amendment process - that off-premise sign regulation is an all-or-nothing proposition. Option 3 also presents some challenges, as it would allow unfettered commercial speech in residential areas, thereby disrupting residential areas by introducing commercial activity. From a historical zoning perspective in Fairfax County, signs have always been considered to be accessory uses and, therefore, must be located on the same lot as their principal use. Therefore, commercial speech is typically found in non-residential zoning districts and only in residential zoning districts when authorized as part of a special permit or special exception approval for a non-residential use such as a place of worship. Furthermore, with no prohibition at all, staff cannot differentiate between different types of commercial speech, meaning that the current Ordinance prohibition of signs for home occupations, such as a home child care, would be unenforceable and may lead to unknown unintended consequences. For these reasons, staff continues to prefer the Planning Commission recommendation, Option 1, to prohibit off-premise signs.

In addition, the Board also requested that staff research how other jurisdictions regulate off-premise signs. The following chart provides a sample of jurisdictions that have adopted new sign regulations in the past few years:

Jurisdiction	Off-premise Sign Regulations
City of Alexandria	Allows temporary off-premise signs, with a maximum display time of 90 days. The size varies depending on zoning district but is 10 square feet total for residential lots, with a maximum sign size of 4 square feet. A permit is required.
Arlington County	All off-premise signs advertising any commercial activity, product, or services, are prohibited.

Jurisdiction	Off-premise Sign Regulations
Loudoun County	Allows up to 32 square feet of off-premise signs on any lot, with a maximum display time of 120 days; a permit is required.
City of Norfolk	All off-premise signs are prohibited, except for public service message boards.
Prince William County	Allows "off-site advertising" signs for non-residential land uses in three non-residential zoning districts. One such sign is allowed, up to 100 square feet; special permit approval is required.

In addition to these substantive changes, the revised text also includes two clarifying changes to Section 12-103, Applicability, found on pages 3 & 4. These include adding language to Par. 1 and a new Par. 6.

Staff has also proposed grandfathering provisions that will be included as part of the adopted text. As proposed, the following permanent signs would receive grandfather status:

- Permanent building-mounted signs and freestanding signs, approved with a building permit and any required, corresponding sign permit.
- Permanent freestanding signs located on property owned by Fairfax County, the Fairfax County Park Authority or Fairfax County Public Schools. It is noted that this only applies to freestanding signs and does not require any prior permit approval.
- Signs approved by the Board of Supervisors in conjunction with an approved Comprehensive Sign Plan or Special Exception.
- Signs approved by the Board of Zoning Appeals in conjunction with an approved Special Permit.

In addition, a separate provision is proposed for electronic display signs, which grandfathers any digital sign that was approved with a building permit and any required, corresponding sign permit. However, the performance standards proposed as part of the new Sign Ordinance, such as the message change limitations and the dimming requirement, would apply since these attributes can easily be changed. Finally, staff has also included a clarifying provision that states that all other sign types, including minor signs, have no grandfather status and must comply with the provisions of the adopted Sign Ordinance.

Staff will be available on March 12, 2019, to address any questions and this Memorandum will be distributed and posted as an Addendum to the Staff Report.

Enclosed Documents:

Attachment 1 – Revised Text
Attachment 2 – Comparison Chart of Options

Board of Supervisors
March 6, 2019
Page 5

Attachment 3 – Grandfather Provisions

cc: Board of Supervisors

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Catherine A. Chianese, Clerk to the Board of Supervisors

ATTACHMENT 1

PROPOSED AMENDMENT

JANUARY 30, 2019

REVISED MARCH 4, 2019

(REVISIONS SHOWN IN RED, BOLD & ITALICIZED)

1 Repeal Article 12, Signs, in its entirety, and replace with a new Article 12, Signs, to read as
 2 follows and to include all graphics as shown, which have not been underscored and may be
 3 subject to rearrangement and resizing for editorial purposes:

ARTICLE 12SIGNSPART 1 12-100 GENERAL PROVISIONS12-101 Purpose and Intent

11 The purpose of this Article is to regulate all signs placed for viewing by the public, in
 12 order to improve, promote and protect the public health, safety, convenience and
 13 general welfare; promote traffic safety; ensure that the First Amendment right to free
 14 speech is protected; protect property values; protect and enhance the aesthetic character
 15 of the various communities in the County; facilitate travel by identifying locations;
 16 protect against danger in travel and transportation by reducing distractions and hazards
 17 to pedestrian and automobile traffic; and, further the stated purpose and intent of this
 18 Ordinance.

12-102 Definitions

20 For purposes of this Article, signs and their characteristics are defined as follows:

21 A-FRAME SIGN: A minor freestanding sign constructed to form a two-
 22 faced sign with supports that are connected at the top and separated at the
 23 base, forming an "A" shape.



24 BUILDING-MOUNTED SIGN: Any sign attached to and supported
 25 by a building, awning, canopy, marquee or similar architectural
 26 feature, or permanently attached, etched or painted onto a window or
 27 door. For purposes of this Article, temporary window signs as
 28 defined herein are not building-mounted signs.



29 CHANGEABLE COPY SIGN: A sign designed to accommodate
 30 manual changes in messages.



31 ELECTRONIC DISPLAY SIGN: Any sign that contains light
 32 emitting diodes (LEDs), fiber optics, light bulbs, plasma display

screens or other illumination methods, which are electronically controlled and that contain a fixed or changeable copy and/or a change to the intensity of light or colors displayed.

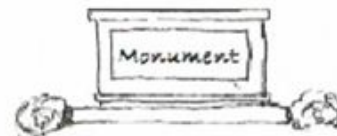
FLAG: A single piece of cloth or similar material, shaped like a pennant, rectangle or square, attachable by one straight edge to a pole or attached at the top of a pole and draped. For purposes of this Ordinance, a minor sign is not a flag.

FREESTANDING SIGN: Any sign other than a building-mounted sign, that is permanently supported by a fence, retaining wall, entrance feature or by upright structural members or braces on or in the ground, such as a pole, pylon, or monument style structure.



MINOR SIGN: Any sign that is (1) designed to be easily moved, (2) typically not permanently attached to a structure or the ground, and (3) is not illuminated. Such signs include, but are not limited to, A-frame signs, banners, posters, window signs, yard signs or other moveable signs. For purposes of this Article, flags and vehicle signs are not minor signs.

MONUMENT SIGN: A freestanding sign, typically no more than 8 feet in height, that is supported primarily by an internal structural framework or that is integrated into landscaping or solid structural features other than support poles.



MOVING OR WINDBLOWN SIGN: Any sign of which all or any part is in motion by natural or artificial means (including fluttering, rotating, undulating, swinging, oscillating) or by movement of the atmosphere. For purposes of this Ordinance, a flag is not a moving or windblown sign.

OFF-PREMISE SIGN: A sign that directs attention to a product, service, attraction, event, or the like that is being offered at a location that is not the premises on which the sign is located.

ROOF SIGN: Any sign or portion thereof affixed to a building that extends above the lowest point of the roof level of the building, including signs painted onto a roof structure, or that is located on a chimney or other similar rooftop. For purposes of this Article, a roof sign does not include a sign attached to the penthouse of a building.

SIGN: Any device or structure, or part thereof, designed and used to attract attention to an institution, organization, business, product, service, event, or location by any means involving words, letters, figures, designs, symbols, fixtures, logos, colors, illumination, or projected images, which is (1) used to direct attention to identify a permitted land use, and (2) is visible from any public or private street but not if only visible from an internal drive aisle in non-residential developments. *(Advertised to include optional language relating to the visibility of signs based on specific streets types.)*

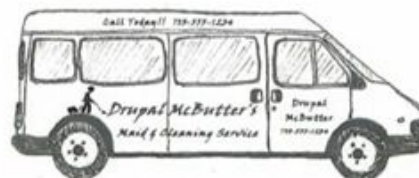
Option: Clarifies the visibility provision in the sign definition for non-residential uses, such as shopping malls or office parks, which have internal travel ways.

SIGN: Any device or structure, or part thereof, designed and used to attract attention to an institution, organization, business, product, service, event, or location by any means involving words, letters, figures, designs, symbols, fixtures, logos, colors, illumination, or projected images, which is visible from any public or private street and is used to direct attention to identify a permitted land use. For non-residential developments, this definition is not intended to include private streets or other privately maintained access ways that do not directly connect to a public street.

SIGN FACE: The part of a sign which is or can be used for visual representation or communication, including any background or surrounding material, panel, trim or ornamentation, color, and illumination that differentiates the sign from the building, structure, backdrop surface, or object upon or against which the sign is placed. The term does not include any portion of the support structure for the sign if no representation or message is placed or displayed on, or designed as part of, the support structure.

TENANT: An individual, entity, partnership, or corporation renting, leasing or owning non-residential space.

VEHICLE SIGN: Any sign that is painted, mounted, adhered, magnetically attached or otherwise permanently affixed to or incorporated into a vehicle or trailer, except for any signs not exceeding a total of 8 square feet for the entire vehicle or trailer and bumper stickers.



WINDOW SIGN: A minor sign that is (1) attached to the glass area of a window or placed behind the glass of a window, and (2) easily read from outside the building.

YARD SIGN: A minor sign associated with a residential use, which is attached to a structure or placed upon or supported by the ground independently of any other structure.

12-103

Applicability

1. The regulations of this Article apply to all signs **located** in Fairfax County and are in addition to any applicable provisions of Chapter 61 of the County Code (Buildings), and Title 33.2, Chapter 7, of the Virginia Code. These regulations do not apply to property owned by, or those signs required or sponsored by the United States or the Commonwealth of Virginia. Furthermore, Section 12-105, Minor

Signs, does not apply to property owned by Fairfax County, the Fairfax County Park Authority, or Fairfax County Public Schools. *(Advertised to include exemption for all property owned by, or signs required or sponsored by, Fairfax County).*

2. These regulations do not regulate or restrict signs by content. However, some signs, such as off-premise signs and warning signs, have a targeted function that makes their regulation impossible without referring to the function. In these limited instances, the governmental interest is compelling enough to warrant their description and regulation, and whenever a sign is described in a manner that refers to function, this Article is intended to be neutral with respect to the content of the speech appearing on it.
3. All signs are deemed to be accessory uses as defined in Article 20 and must be associated with a principal use and located on the same lot as its principal use.
4. Nothing in this Article excuses any person from compliance with all other applicable regulations, statutes or ordinances.
5. This Article does not apply to any sign placed in a public right-of-way and does not authorize or prohibit placement of any sign there.
6. *A non-commercial message may be substituted, in whole or in part, for any other message displayed on any sign which conforms to this Article without consideration of message content.*

12-104 Administrative Provisions

1. Except where otherwise noted in this Article, no sign may be constructed, erected, altered, refaced, relocated, or expanded without a sign permit.
2. The application for a sign permit must be filed with the Zoning Administrator on a County form, must include all pertinent information required by the Zoning Administrator to ensure compliance with this Ordinance, and must be accompanied by the filing fee set forth in Section 18-106.
3. All signs must comply with this Article, the structural requirements specified in the Virginia Uniform Statewide Building Code, Chapter 61 of the County Code, and, the performance standards specified in Article 14 of this Ordinance.
4. A sign permit expires if the sign is not erected and all necessary final inspection(s) are not approved within 12 months from the date of issuance.
5. The following are not a sign or are actions that do not require a sign permit:
 - A. The changing of the message on an allowed sign that is specifically designed for the use of replaceable copy, to include changeable copy signs and

- 1 electronic display signs in accordance with Sections 12-203 and 12-205
2 below.
- 3 B. Painting, cleaning and other routine maintenance and repair of a sign or sign
4 structure.
- 5 C. Flags, no more than 3 per lot.
- 6 D. The display of address numbers as required by the County Code, and entrance
7 numbers not exceeding a total of 2 square feet in area. When displayed on a
8 residential building, any numbering must be mounted flush against the
9 building.
- 10 E. Temporary, seasonal decorations.
- 11 6. The following do not require a sign permit and are not counted toward maximum
12 allowed sign area:
- 13 A. Signs not exceeding a total of 4 square feet in area warning the public against
14 hunting, fishing, swimming, trespassing, dangerous animals, the location of
15 utilities or other similar risks.
- 16 B. Signs located on the outer surfaces of a temporary portable storage container.
- 17 C. Vehicle signs, when the vehicle is (1) operable and (2) is parked at its
18 associated place of business within a duly designated parking space.
19 (Advertised to include a minimum setback for vehicle signs, up to 25 feet
20 from a front property line).
- 21 D. Lettering and/or numbers permanently attached to or painted on the façade
22 of a building of any school, college, or university; such displays are limited
23 to no more than 10% of the area of the façade on which they are placed and
24 cannot be illuminated. (Advertised up to 25% of the area of the façade on
25 which they are placed).
- 26 E. Signs, erected by a public agency or appropriate organization in partnership
27 with the Board, located within or in proximity to the Commercial
28 Revitalization District boundaries or activity centers as shown on the adopted
29 comprehensive plan. Such signs are subject to approval by the Board and all
30 applicable outdoor advertising provisions of the Code of Virginia.
- 31
- 32 7. All signs and their components must be maintained in good repair and in safe
33 condition.
- 34 8. The Building Official or designated agent may require or cause the immediate
35 removal or repair, without written notice, of any sign determined to be unsafe or
36 that otherwise poses an immediate threat to the safety of the public. If action by the

County is necessary to render a sign safe, the cost of removal or repair will be at the expense of the property owner or lessee as provided in Chapter 61 of the County Code.

9. Except as provided in Sections 12-105 and 12-107 below, if a property becomes vacant and is unoccupied for a continuous period of 2 years, any sign on that property is deemed abandoned and must be removed. If the owner fails to remove the sign, the Zoning Administrator may give the owner 15 days written notice to remove it, after which the Zoning Administrator may initiate action to gain compliance.

12-105

Minor Signs

The following minor signs are allowed but cannot be illuminated, and, unless otherwise stated, do not require a sign permit:

1. Signs posted by or under the direction of any public or court officer in the performance of official duties, or by trustees under deeds of trust, deeds of assignment or other similar instruments. These signs must be removed no later than 10 days after the last day of the period for which they are displayed.
2. Signs that are displayed on a lot or property that is actively marketed for sale, rent or lease, as follows:
 - A. A single building-mounted or freestanding sign is allowed, except that 2 signs are permitted on a corner lot when each sign faces a different street frontage. Such sign(s) must be removed within 7 days of the settlement, rental or lease of the property.
 - B. Sign(s) located on a property developed with, or planned for development of, a single family detached or attached dwelling unit, cannot exceed 6 square feet in area and a height of 6 feet.
 - C. Sign(s) located on a property developed with, or planned for development of, a multiple family dwelling unit cannot exceed 12 square feet in area and a height of 8 feet.
 - D. Sign(s) located on a property developed with, or planned for development of, any non-residential use, or on a residential property containing a minimum of 20 acres, cannot exceed 32 square feet in area and a height of 8 feet
3. Signs during active construction or alterations to residential, commercial, and industrial buildings are permitted, as follows:
 - A. For a new residential, commercial or industrial development, one sign per lot, not to exceed 60 square feet in area and a height of 10 feet. For lots containing multiple road frontages, one additional sign per street frontage is

allowed, limited to 32 square feet in area and a height of 8 feet. No sign may be located closer than 5 feet to any lot line.

All signs must be removed within 14 days following completion of the construction of the development, as determined by the Zoning Administration, and no sign may be displayed for more than 2 years from the date of the issuance of the first building permit for the development. If construction has not been completed within this timeframe and building permits are active for the development, a sign permit is required to allow the continued display of any sign.

- B. For an individual single family dwelling unit undergoing construction, improvement or renovation, one sign, not to exceed 4 square feet in area or a height of 4 feet is allowed.

No sign can be displayed before commencement of the improvement or renovation work, and the sign must be removed within 7 days after the improvement or renovation is completed with all necessary inspections approved, or within 6 months, whichever is less.

4. Yard signs on any lot developed with a residential use cannot exceed 12 square feet in total area, with no single sign exceeding 4 square feet in area and a height of 4 feet. *(Advertised up to 16 square feet in total area).*

5. For non-residential uses, minor signs are permitted as follows:

- A. For non-residential uses located on a lot with frontage on a major thoroughfare, building-mounted and freestanding minor signs are allowed, not to exceed 32 square feet in total sign area per lot. If freestanding, no more than 2 such signs are allowed per lot with a maximum height of 4 feet. *(Advertised up to 60 square feet in total sign area with no limitation on the maximum size of any one sign; and no limit on the number of freestanding signs, and a maximum freestanding sign height of up to 6 feet).*

- B. For all other non-residential uses, building-mounted minor signs are allowed, not to exceed 24 square feet in total area per lot. *(Advertised up to 60 square feet in total sign area with the possibility of some or no limitation on the maximum size of any one sign; and to allow a single or unlimited freestanding signs with a maximum sign height of up to 6 feet).*

For purposes of this provision, building-mounted signs may include signs attached to a fence, wall, existing freestanding sign or other similar accessory structure.

Option: Changes the minor sign provisions for non-residential uses with frontage on all road types other than a major thoroughfare by eliminating the restriction that such signs only be building-mounted. However, a limit of 2 freestanding signs is proposed, similar to the provision in Par. 5A above.

B. For all other non-residential uses, building-mounted and freestanding minor signs are allowed, not to exceed 24 square feet in total area per lot. If freestanding, no more than 2 such signs are allowed per lot with a maximum height of 4 feet.

6. Window signs for any non-residential use are allowed if the total of all signs at a given establishment does not cover more than 30 percent of the total area of the window in which the signs are located.
7. For non-residential uses, a single A-frame sign not to exceed 16 square feet in area and a height of 4 feet, is allowed. The sign must be located within 25 feet of a building or designated site entrance that provides access to the use, and cannot impede pedestrian or vehicular traffic.

12-106 Prohibited Signs

The following signs are prohibited in all zoning districts and areas of the County.

1. General Prohibitions:

- A. Any sign not expressly permitted in this Article.
- B. Any sign that violates any provision of any county, state or federal law or regulation.
- C. Any sign that violates any provision of Chapter 61 of the County Code and the Virginia Uniform Statewide Building Code.

2. Prohibitions Based on Materials or Design:

- A. Any sign that does not meet the performance standards for outdoor lighting set forth in Part 9 of Article 14.
- B. A moving or windblown sign, but not a changeable copy or electronic display sign, the hands of a clock, or a weather vane.
- C. Any sign displaying flashing or intermittent lights, or lights of changing degrees of intensity of color, or that is not in accordance with Sections 12-203 and 12-205 below.

3. Prohibitions Based on Location:

Option 1: Staff and Planning Commission Recommendation, with minor changes for clarification.

- A. Any off-premise *commercial* sign, to include a sign located on a lot where no principal use exists or any sign that *projects extends* beyond a property line, except for a sign located on a lot being offered for sale, rent or lease, or on which buildings are being constructed, as provided for in Sect. 12-105 above.

Option 2: This language would allow some limited opportunity for off-premise commercial signs to be displayed as a yard sign in residential areas. As it reads, a single off-premise commercial sign would be allowed but the Board could consider a different number.

- A. *Any off-premise commercial sign, to include any sign that extends beyond a property line, except for a single off-premise commercial sign allowed as a yard sign and meeting those requirements set forth in Sect. 12-105.4 above.*

Option 3: This option deletes the prohibition in its entirety, meaning that there is no restriction on off-premise signs. Therefore, any allowed minor or permanent sign could display commercial content, regardless as to whether the commercial activity is operating on the lot in which the sign is displayed. In addition, this option requires the deletion of the definition of "off-premise sign" in Section 12-102; the reference to "off-premise signs" in Section 12-103.2 and the deletion of applicability provision 12-103.3, which states that signs are accessory uses that must be located on the same lot as their principal use.

- ~~A. Any off-premise sign, to include a sign located on a lot where no principal use exists or any sign that projects beyond a property line, except for a sign located on a lot being offered for sale, rent or lease, or on which buildings are being constructed, as provided for in Sect. 12-105 above.~~

- B. Roof signs, except for signs located on a penthouse or screening wall, as provided for in Sect 12-205 below.

- C. Any sign that obstructs a window, door, fire escape, stairway, ladder, opening or access intended for light, air, ingress to, or egress from, a building.

- D. Any sign located on a corner lot that is in violation of Sect. 2-505.

E. Any sign that is found to be in violation of the Virginia Uniform Statewide Building Code with respect to minimum clearance.

F. Any sign which, due to its location, size, shape and/or color, may obstruct, impair, interfere with the view of, or be confused with, any traffic control sign, signal or device erected by a public authority or where it may interfere with, mislead or confuse traffic. These signs are subject to immediate removal and disposal by an authorized County official as a nuisance.

12-107 Nonconforming Signs

1. Signs lawfully existing on the effective date of this Ordinance or prior ordinances, which do not conform to this Ordinance, and signs which are accessory to a nonconforming use, are deemed to be nonconforming signs and may remain except as qualified below. Except as provided for in a Commercial Revitalization District, such signs cannot be enlarged, extended or structurally reconstructed or modified in any manner; except a sign face may be changed if the new face is equal to or reduced in height and/or sign area from the existing sign.
2. The property owner bears the burden of establishing the nonconforming status of a sign and of the existing physical characteristics and location of a sign. Upon notice from the Zoning Administrator, a property owner must submit verification that a sign was lawfully existing at the time of erection. Failure to provide verification is cause to remove the sign or bring it into compliance with this Article.
3. Nothing in this Section prevents keeping a nonconforming sign that is in good repair; however, no nonconforming sign may be repaired, rebuilt, or restored if the Building Official has declared it unsafe, as provided for in Sect. 12-104 above unless the activity results in a sign that conforms to this Article.
4. Nonconforming signs may not be moved on the same lot, or to any other lot, unless the change in location will make the sign conform to this Article.
5. When a nonconforming sign is removed, any sign erected later must conform to this Article, except as provided for in a Commercial Revitalization District.
6. A nonconforming sign that is destroyed or damaged by any casualty to an extent of 50 percent or less of its appraised value, may be restored within 2 years after the destruction or damage, but may not be enlarged in any manner. If a sign is destroyed or damaged to an extent more than 50 percent of its appraised value, it cannot be reconstructed unless it conforms to this Article.
7. A nonconforming sign that is changed to or replaced by a conforming sign will no longer be deemed nonconforming, and any new sign must conform to this Article.
8. A nonconforming sign must be removed if the structure to which it is accessory is demolished or destroyed by more than 50 percent of its appraised value. A

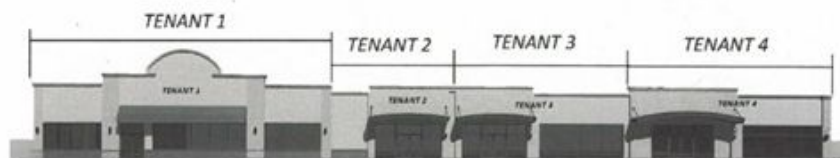
nonconforming sign subject to removal under this paragraph must be removed within 30 days following written notice by the Zoning Administrator to the owner of the property. If the owner fails to comply with this notice the Zoning Administrator may initiate action to gain compliance with this Article.

9. If a nonconforming sign is located on property that becomes vacant and is unoccupied for a period of at least 2 years, the sign is deemed abandoned and the owner of the property must remove it. If the owner fails to do so, the Zoning Administrator may give the owner 30 days' written notice to remove it, except as otherwise provided in Sect. 12-104 above. If the owner fails to comply with the notice, the Zoning Administrator may enter onto the property and remove the sign. Such removal may be accomplished with the assistance of any agent designated by the Zoning Administrator or hired by the County for such purpose, and, the Zoning Administrator may charge the cost of removal to the property owner. In addition, the Zoning Administrator may initiate legal action in court for an injunction or other appropriate remedy requiring the owner to remove an abandoned nonconforming sign.
10. The ownership of the sign or the property on which the sign is located does not affect the nonconforming status of the sign.

PART 2 12-200 SIGN REGULATIONS BY USE AND DISTRICT

12-201 Calculation of Sign Area

1. When building frontage is used to calculate allowable sign area, the following applies:
 - A. Building frontage is the linear width of the wall taken at a height no greater than 10 feet above grade.
 - B. On buildings with a single tenant or with multiple tenants that access the building via a common outside entrance(s), building frontage is the face or wall that is architecturally designed as the front of the building and that contains the main public entrance, as determined by the Zoning Administrator.
 - C. On buildings with more than a single tenant where each tenant has its own outside entrance(s), building frontage for each tenant is the wall that contains that tenant's main public entrance, as determined by the Zoning Administrator.



2. When calculating any allowable building-mounted sign area, the following applies:

- A. Building-mounted sign area is that area within a single continuous rectilinear perimeter of not more than 8 straight lines



intersecting at right angles, which encloses the outer limits of all words, representations, symbols and/or pictorial elements, together with all material, color and/or lighting forming an integral part of the display or used to differentiate the sign from the background against which it is placed.

- B. The area of building-mounted signs composed of individual letters and/or symbols is calculated by one of the following methods:

- (1) If the space between the proposed individual letters or symbols is less in dimension than the width of the largest letter or symbol, sign area is calculated in accordance with Par. 2A above.
- (2) If the space between the proposed individual letters or symbols is greater than the width of the largest letter or symbol, sign area is calculated as the total combined area of rectangular enclosures surrounding each individual letter or symbol.

3. The following provisions apply to any freestanding signs:

- A. The supports, uprights or structure on which any freestanding sign is supported are not included in calculating sign area unless they form an integral background of the display, as determined by the Zoning Administrator; however, when a sign is placed on a fence, wall, or other similar structure that is designed to serve a separate purpose other than to support the sign, the area of such structure is not included in the sign area. In such cases, the sign area is calculated in accordance with Par. 2A above.
- B. The area of a freestanding sign designed with more than one sign face is calculated as follows:

(1) If the sign faces are separated by an interior angle of 45 degrees or more, all sign faces are calculated in the sign area.



(2) If the sign faces are separated by an interior angle that is less than 45 degrees, sign area is calculated based on the area of the largest single face.

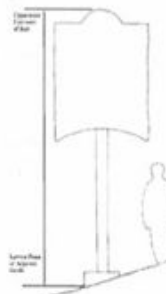
(3) If the sign faces are parallel to one another, the following applies:

(a) The area of the largest single face is used when the interior distance between the faces is 18 inches or less.



(b) The area of the largest single face and the area of the side or interval between faces is used when the interior distance between the faces is greater than 18 inches.

C. The height of a freestanding sign is calculated as the maximum vertical distance from the uppermost extremity of a sign and/or its support, to the lowest point of the adjacent grade.



12-202

Signs in Residential Districts

The following signs are allowed with approval of a sign permit, as accessory to residential or non-residential land uses in a residential district:

1. In a single family residential subdivision or a multiple family development, a freestanding sign is allowed at each major entrance, not to exceed 30 square feet in area and 8 feet in height. More than one sign may be placed at each major entrance but the total of all signs at a single entrance cannot exceed 30 square feet in area.
2. A rental office for a multiple family development is allowed one building-mounted or freestanding sign not to exceed 4 square feet in area and a height of 4 feet.
3. Agricultural uses on a lot at least 20 acres in size are allowed a total of 60 square feet of sign area. No single sign can exceed 30 square feet in area and a height of 8 feet.
4. Hospitals, as follows:
 - A. A single building-mounted sign for each building entrance, not to exceed 50 square feet in area.

- 1 B. A single freestanding sign at each entrance, not to exceed 80 square feet in
2 area and 12 feet in height.
- 3 5. All other non-residential uses, including public uses as defined in Article 20, are
4 allowed building-mounted and freestanding signs in accordance with the following:
- 5 A. Building-mounted signs cannot exceed 50 square feet in total area.
- 6 B. A single freestanding sign not to exceed 40 square feet in area and 8 feet in
7 height. (Advertised up to 20 feet in height).

8 However, the BZA, in approving a special permit, or the Board, in approving a
9 rezoning or special exception, may further limit any sign for any land use in furtherance
10 of those provisions set forth in Sections 8-007 and 9-007 of the Ordinance.

11 **12-203 Performance Standards for Signs in Residential Districts**

- 12 1. Building-mounted signs must be installed flush against the wall and cannot extend
13 above or beyond the perimeter of the wall or roof of the building to which they are
14 attached.
- 15 2. Freestanding signs cannot be located closer than 5 feet to any property line.
- 16 3. Changeable copy and electronic display signs are allowed as part of any
17 freestanding sign, in accordance with the following:
- 18 A. Only one changeable copy or electronic display sign is allowed per lot. The
19 area of the changeable copy or electronic display cannot exceed more than 50
20 percent of the maximum allowable area of that freestanding sign.
- 21 B. The message or copy of an electronic display sign cannot move and/or change
22 more frequently than once every 8 seconds. The change of message or copy
23 must be instantaneous without rolling, fading, or otherwise giving the
24 illusion of movement, nor flash or vary in brightness.
- 25 C. The background of the sign face of an electronic display sign cannot be white,
26 off-white or yellow in color.
- 27 D. Electronic display signs must include a photo cell to control brightness and
28 automatically dim at sunset to a nighttime level of 40-100 nits.
- 29 3. Illumination of signs must conform to the performance standards for outdoor
30 lighting as set forth in Part 9 of Article 14.

31 **12-204 Signs in Commercial and Industrial Districts**

32 The following signs are allowed with approval of a sign permit, as accessory to land

uses that are located in a commercial district, including the commercial area of a P district and/or commercial uses located in a mixed-use building or development; or in an industrial district:

1. Building-mounted signs are allowed as follows:

- A. For buildings with a single tenant or with multiple tenants that access the building by one or more common outside entrances, signs are limited to 1½ square feet of sign area per linear foot of building frontage for each of the first 100 linear feet of building frontage, plus one square foot of sign area for each additional linear foot of building frontage. However, no single sign may exceed 200 square feet in area.
- B. For buildings with more than a single tenant where each tenant has its own outside entrance(s), signs cannot exceed 1½ square feet of sign area for each linear foot of building frontage occupied by each tenant, except as provided for in Sect. 12-301 below. The maximum sign area for any single tenant cannot exceed 200 square feet.

However, a single tenant, (1) having building frontage that results in an allowable sign area greater than 200 square feet and (2) occupying an area with more than one perimeter wall containing a main public entrance, may place up to a maximum of 200 square feet of total sign area on each such perimeter wall, although the combined sign area on any such wall cannot exceed 1 ½ times the length of the wall.

- C. In addition to sign area allowed in accordance with Par. A or B above, hospitals are allowed a single building-mounted sign for each building entrance. No such sign can exceed 50 square feet in area.

2. Freestanding signs are allowed as follows, unless further limited by Par. 3 below:

- A. In a commercial district, a use may have one freestanding sign up to 80 square feet in area and 20 feet in height. However, the use (1) must be located on a lot that has frontage on a primary highway or on a major thoroughfare and, (2) cannot be located on the same lot as a shopping center.
- B. In an industrial district, a single freestanding sign not to exceed 80 square feet in area and 20 feet in height may be erected for each building that has frontage on a major thoroughfare. However, if one tenant occupies a group of separate buildings with frontage on a major thoroughfare, that tenant is allowed only one freestanding sign.
- C. A hospital is allowed one freestanding sign at each entrance, and no such sign may exceed 80 square feet in area and 12 feet in height.

D. Shopping centers are allowed one freestanding sign, not to exceed 80 square feet in area and 20 feet in height. If a shopping center has frontage on 2 or more major thoroughfares, however, it may have a second freestanding sign (for a total of 2 freestanding signs).

E. For office and industrial parks:

(1) One freestanding sign is allowed at each major entrance to the office or industrial park, not to exceed 40 square feet in area and a height of 20 feet.

(2) One freestanding sign is allowed for each detached building that houses a principal use within an office or industrial park, not to exceed 30 square feet and a height of 8 feet.

3. The following regulations only apply to uses located on commercially and industrially zoned land located within a Sign Control Overlay District; where applicable, they are in addition to and supersede, Par. 2 above:

A. A single tenant or building on a lot may have one freestanding sign if, (1) the lot has frontage on a primary highway or major thoroughfare and, (2) the single tenant or building is not located within or on the same lot as a shopping center. The sign cannot exceed 40 square feet in area and a height of 20 feet.

B. A shopping center is allowed one freestanding sign not to exceed 40 square feet in area and a height of 20 feet.

12-205

Performance Standards for Signs in Commercial and Industrial Districts

1. Building-mounted signs may be located anywhere on the surface of a wall but no part of the sign may extend above or beyond the perimeter of a wall, except when the sign is (1) erected at a right angle to the wall, (2) does not extend into the minimum required yard and, (3) is not located closer than 2 feet to any street line.

2. A building-mounted sign may be located on the wall of a penthouse or rooftop screening wall, as follows:

A. The sign must be mounted flat against the wall, and no part of the sign can extend above or beyond the perimeter of the wall.

B. The sign cannot be located more than 12 feet above the building roof supporting the penthouse or screening wall.

3. Freestanding signs may not project beyond any property line or be located within 5 feet of the curb of a service drive, travel lane or adjoining street. When located on a corner lot, a freestanding sign is subject to Sect. 2-505 of this Ordinance.
4. Changeable copy and electronic display signs are allowed as part of any freestanding sign, in accordance with the following:
 - A. As part of a monument sign, with a maximum height of 6 feet. (Advertised up to 8 feet in height).
 - B. The message or copy of an electronic display sign cannot move and/or change more frequently than once every 8 seconds. The change of message or copy must be instantaneous, without rolling, fading, or otherwise giving the illusion of movement, nor flash or vary in brightness.
 - C. The background of the sign face of an electronic display sign cannot be white, off-white or yellow in color.
 - D. Electronic display signs must include a photo cell to control brightness and automatically dim at sunset to a nighttime level of 40-100 nits.
5. Illumination of signs must conform to the performance standards for outdoor lighting as set forth in Part 9 of Article 14.

12-206

Other Permitted Signs

1. The following signs are only allowed in a commercial or industrial district, or the commercial area of a P district, in addition to those sign types and amounts allowed in Sect. 12-204 above:
 - A. Service stations or service station/mini-marts are permitted one additional square foot of sign area to be displayed on each gasoline pump.
 - B. Motor vehicle fuel price signs required by Article 4 of Chapter 10 of The Code.
2. Each accessory service use permitted pursuant to Sect. 10-200 of this Ordinance is allowed a single building-mounted sign not to exceed 15 square feet in area be calculated as part of the total allowable building-mounted sign area for the building.

Part 3

12-300 SPECIAL APPROVALS

12-301

Administrative Comprehensive Sign Plan

As an alternative to calculating building frontage in accordance with Par. 1B of Sect.

12-201 above, the Zoning Administrator may authorize a different allotment of sign area to the various tenants of a building or buildings by approval of an administrative comprehensive sign plan, as follows:

1. A request for an administrative comprehensive sign plan must include written authorization from the owner of the building(s), or an authorized agent, accompanying graphics showing the proposed size, height and location of all signs, and the required filing fee as set forth in Section 18-106.
2. The total area for all signs cannot exceed the maximum allowable sign area for the building as determined in accordance with Par. 1B of Sect. 12-201 above. The maximum sign area for any single tenant cannot exceed 200 square feet.

However, a single tenant, (1) having building frontage that results in an allowable sign area greater than 200 square feet and (2) the tenant occupies an area with more than one perimeter wall containing a main public entrance, may place up to a maximum of 200 square feet of total sign area on each such perimeter wall, although the combined sign area on any such wall cannot exceed 1 ½ times the length of the wall.

12-302 Special Permits

1. The BZA may grant a special permit to increase the height of a freestanding sign in a neighborhood or community shopping center when it determines that the application of this Article would cause a hardship due to issues of topography. However, such freestanding sign cannot extend to a height greater than 26 feet above the elevation of the center line of the nearest street.
2. The BZA may grant a special permit to allow additional sign area and/or height, or a different arrangement of sign area distribution for a regional shopping center when it determines that the application of this Article would cause a hardship due to issues of topography or location of the regional shopping center. However, the total combined sign area for the regional shopping center cannot exceed 125 percent of the sign area otherwise allowed by the provisions of this Article.
3. In cases where an individual or grouping of enterprises within a shopping center are located so that the building frontage is not visible from a street, the BZA may grant a special permit to allow building-mounted sign(s) for such enterprises to be erected at the entrances, arcades or interior malls. However, the total combined sign area for the shopping center cannot exceed 125 percent of the sign area otherwise permitted.

12-303 Special Exceptions

1. In conjunction with the approval of a special exception for a hospital, the Board may approve additional signs for the use in accordance with Sect. 9-308.

2. In commercial and industrial districts, the Board may approve, either in conjunction with the approval of a rezoning or as a Category 6 special exception, a modification or waiver of the sign regulations in accordance with Sect. 9-620.

12-304 Uses in P Districts

The provisions set forth in the preceding Sections apply to signs accessory to uses in P districts. However, in keeping with the intent to allow flexibility in the design of planned developments, the following is applicable to signs in P districts:

1. Signs may be permitted in a P district in accordance with a comprehensive sign plan subject to approval by the Planning Commission following a public hearing conducted in accordance with Sect. 18-109. The comprehensive sign plan will show the location, size, height and extent of all proposed signs within the specified area of the P district.
2. An application for a comprehensive sign plan may be submitted by any property owner, owner of an easement, lessee, contract purchaser or their agent. The application must be accompanied by a statement setting forth the names of the record owners of the properties upon which such signs are proposed to be located, and a fee as set forth in Sect. 18-106.
3. Any comprehensive sign plan must be in accordance with the standards for all planned developments as set forth in Part 1 of Article 16. All proposed signs must be in scale and harmonious with the development and so located and sized to ensure convenience to users of the development, while not adding to street clutter or otherwise detracting from architectural and urban design elements of the development.

Amend Article 4, Commercial District Regulations, as follows:

- **Amend Part 1, C-1 Low-Rise Office Transitional District, Section 4-105, Use Limitations; and Part 2, C-2 Limited Office District, Section 4-205, Use Limitations; by revising Par. 5 and deleting Par. 5G, in both sections, to read as follows:**

5. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

- 1 - Amend Part 3, C-3 Office District, Section 4-305, Use Limitations; and Part 4, C-4 High
2 Intensity Office District, Section 4-405, Use Limitations; by revising Par. 5, deleting Par.
3 5G and revising Paragraphs 6 and 6C, in both sections, to read as follows:
4
- 5 5. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
6 with the following:
7
- 8 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
9 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
10 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
11 ~~to any street line.~~
12
- 13 6. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:
14
- 15 C. ~~There shall be no~~ No signs identifying are allowed for the use ~~and/or the~~ or its
16 associated vehicle, sale, rental and ancillary service establishment.
17
- 18 - Amend Part 5, Neighborhood Retail Commercial District, Section 4-505, Use Limitations,
19 by revising Par. 9, deleting Par. 9G, and revising Par. 10 to read as follows:
20
- 21 9. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
22 with the following:
23
- 24 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
25 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
26 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
27 ~~to any street line.~~
28
- 29 10. Drive-through pharmacies ~~shall be~~ are permitted by right (a) when located on a lot ~~which~~ that
30 is not abutting or ~~not~~ across a local or collector street from residentially zoned land, which
31 land is either developed with dwellings or vacant; (b) when the lot is designed to minimize
32 the potential for turning movement conflicts and to facilitate safe and efficient on-site
33 circulation and parking; and (c) when there are adequate parking and stacking spaces for the
34 use which are provided and located in such a manner as to facilitate safe and convenient
35 vehicle and pedestrian access to all uses on the lot. Drive-through pharmacies which do not
36 meet these limitations may be allowed by special exception in accordance with the provisions
37 of Article 9.
38
- 39 In addition, signs shall be required to be posted in the vicinity of the stacking area stating
40 the limitations on the use of the window service and/or drive-through lane. Such signs shall
41 not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.
42
- 43 - Amend Part 6, C-6 Community Retail Commercial District, Section 4-605, Use Limitations,
44 by revising Par. 8; deleting Par. 8G; and revising Paragraphs 9, 11, and 11C, to read as
45 follows:

8. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

9. Drive-through pharmacies ~~shall be~~ are permitted by right (a) when located on a lot ~~which~~ that is not abutting or ~~not~~ across a local or collector street from residentially zoned land, which land is either developed with dwellings or vacant; (b) when the lot is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking; and (c) when there are adequate parking and stacking spaces for the use which are provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. Drive-through pharmacies which do not meet these limitations may be allowed by special exception in accordance with the provisions of Article 9.

~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

11. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

C. ~~There shall be no~~ No signs identifying are allowed for the use ~~and/or the~~ or its associated vehicle, sale, rental and ancillary service establishment.

- **Amend Part 7, Regional Retail Commercial District, Section 4-705, Use Limitations, by revising Par. 9; deleting Par. 9G; and revising Paragraphs 10, 12 and 12C, to read as follows:**

9. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

10. Drive-through pharmacies ~~shall be~~ are permitted by right (a) when located on a lot ~~which~~ that is not abutting or ~~not~~ across a local or collector street from residentially zoned land, which land is either developed with dwellings or vacant; (b) when the lot is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking; and (c) when there are adequate parking and stacking spaces for the

use which are provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. Drive-through pharmacies which do not meet these limitations may be allowed by special exception in accordance with the provisions of Article 9.

~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

12. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

C. ~~There shall be no~~ No signs identifying ~~are allowed for the use and/or the~~ or its associated vehicle, sale, rental and ancillary service establishment.

- **Amend Part 8, Highway Commercial District, Section 4-805, Use Limitations, by revising Par. 11; deleting Par. 11G; and revising Paragraphs 12, 14, and 14C, to read as follows:**

11. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance with the following:

G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No such sign shall exceed thirty-two (32) square feet in area or be less than ten (10) square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet to any street line.~~

12. Drive-through pharmacies ~~shall be~~ are permitted by right (a) when located on a lot ~~which~~ that is not abutting or ~~not~~ across a local or collector street from residentially zoned land, which land is either developed with dwellings or vacant; (b) when the lot is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking; and (c) when there are adequate parking and stacking spaces for the use which are provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. Drive-through pharmacies which do not meet these limitations may be allowed by special exception in accordance with the provisions of Article 9.

~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

14. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

C. ~~There shall be no~~ No signs identifying ~~are allowed for the use and/or the~~ or its associated vehicle, sale, rental and ancillary service establishment.

Amend Article 5, Industrial District Regulations, as follows:

- 1
2 - **Amend Part 1, I-1 Light Industrial Research District, Section 5-105, Use Limitations, by**
3 **revising Par. 6 and deleting Par. 6G, to read as follows:**
4

- 5 6. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
6 with the following:
7

8 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
9 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
10 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
11 ~~to any street line.~~
12

- 13 - **Amend Part 2, I-2 Industrial Research District, Section 5-205, Use Limitations, by revising**
14 **Par. 5 and deleting Par. 5G, to read as follows:**
15

- 16 5. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
17 with the following:
18

19 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
20 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
21 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
22 ~~to any street line.~~
23

- 24 - **Amend Part 3, I-3 Light Intensity Industrial District, Section 5-305, Use Limitations, by**
25 **revising Par. 5, deleting Par. 5G, and revising Paragraphs 7 and 7C, to read as follows:**
26

- 27 5. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
28 with the following:
29

30 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
31 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
32 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
33 ~~to any street line.~~
34

- 35 7. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:
36

37 C. ~~There shall be no~~ No signs identifying are allowed for the use ~~and/or the~~ or its
38 associated vehicle, sale, rental and ancillary service establishment.
39

- 40 - **Amend Part 4, I-4 Medium Intensity Industrial District, Section 5-405, Use Limitations, by**
41 **revising Par. 6, deleting Par. 6G, and revising Paragraphs 8 and 8C, to read as follows:**
42

- 43 6. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
44 with the following:
45

1 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
 2 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
 3 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
 4 ~~to any street line.~~

5
 6 8. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

7
 8 C. ~~There shall be no~~ No signs identifying are allowed for the use ~~and/or the~~ or its
 9 associated vehicle, sale, rental and ancillary service establishment.

10 - **Amend Part 5, I-5 General Industrial District, Section 5-505, Use Limitations, by revising**
 11 **Par. 8 and deleting Par. 8G to read as follows:**

12
 13 8. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
 14 with the following:

15
 16 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
 17 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
 18 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
 19 ~~to any street line.~~

20
 21 - **Amend Part 6, I-6 Heavy Industrial District, Section 5-605, Use Limitations, by revising**
 22 **Par. 7 and deleting Par. 7G to read as follows:**

23
 24 7. Quasi-public athletic fields and related facilities ~~shall be~~ are permitted by right in accordance
 25 with the following:

26
 27 G. ~~There shall be a sign which identifies the athletic field as an interim use of the site. No~~
 28 ~~such sign shall exceed thirty-two (32) square feet in area or be less than ten (10)~~
 29 ~~square feet in area, exceed eight (8) feet in height or be located closer than five (5) feet~~
 30 ~~to any street line.~~

31
 32 **Amend Article 6, Planned Development District Regulations, as follows:**

33
 34 - **Amend Part 1, PDH Planned Development Housing District, Section 6-106, Use**
 35 **Limitations, by revising Par. 11 to read as follows:**

36
 37 11. Drive-through pharmacies ~~shall be~~ are permitted only on a lot which is designed to minimize
 38 the potential for turning movement conflicts and to facilitate safe and efficient on-site
 39 circulation and parking. Adequate parking and stacking spaces for the use ~~shall be~~ are to be
 40 provided and located in such a manner as to facilitate safe and convenient vehicle and
 41 pedestrian access to all uses on the lot. ~~In addition, signs shall be required to be posted in the~~
 42 ~~vicinity of the stacking area stating the limitations on the use of the window service and/or~~
 43 ~~drive-through lane. Such signs shall not exceed two (2) square feet in area or be located~~
 44 ~~closer than five (5) feet to any lot line.~~

1 - **Amend Part 2, PDC Planned Development Commercial District, Section 6-206, Use Limitations, by revising Paragraphs 11, 13 and 13C to read as follows:**

11. Drive-through pharmacies ~~shall be~~ are permitted only on a lot which is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking. Adequate parking and stacking spaces for the use ~~shall are to be~~ shall are to be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. ~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

13. New vehicle storage ~~shall be~~ is permitted by right in accordance with the following:

C. ~~There shall be no~~ No signs identifying are allowed for the use ~~and/or the~~ or its associated vehicle, sale, rental and ancillary service establishment.

18 - **Amend Part 3, PRC Planned Residential Community District, Section 6-305, Use Limitations, by revising Par. 12 to read as follows:**

12. Drive-through pharmacies ~~shall be~~ are permitted only on a lot which is designed to minimize the potential for turning movement conflicts and to facilitate safe and efficient on-site circulation and parking. Adequate parking and stacking spaces for the use ~~shall are to be~~ shall are to be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the lot. ~~In addition, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~

30 - **Amend Part 5, Planned Tysons Corner Urban District, Section 6-505, Use Limitations, by revising Paragraphs 15 & 15C to read as follows:**

15. New vehicle storage ~~shall only be~~ is permitted when located within a parking structure as a temporary use and only in accordance with the following:

C. ~~There shall be no~~ No signs identifying are allowed for the use ~~and/or the~~ or its associated vehicle, sale, rental and ancillary service establishment.

39 **Amend Article 7, Overlay and Commercial Revitalization District Regulations, as follows:**

41 - **Amend Part 5, Sign Control Overlay District, Section 7-508, Use Limitations, by revising the provision to read as follows:**

As specified in the underlying zoning district(s), and as qualified for signs by the provisions of Par. 3 of Sect. 12-204.

Amend Article 8, Special Permits, as follows:

- Amend Part 0, General Provisions, Section 8-004, Status of Special Permit Uses, by revising Par. 4J to read as follows:

4. Minor modifications to special permits are allowed when the Zoning Administrator determines that they substantially conform to the approved special permit and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering and design.

Minor modifications may not:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

- Amend Part 8, Group 8 Temporary Uses, Section 8-810, Standards and Time Limits for Temporary Farmers' Markets, by deleting Par. 7, as follows:

~~7.—One (1) temporary sign may be permitted in accordance with the provisions of Sect. 12-103.~~

- Amend Part 8, Group 8 Temporary Uses, Section 8-812, Standards and Time Limits for Temporary Portable Storage Containers, by deleting Par. 6, as follows:

~~6.—Signage on portable storage containers shall be in accordance with Par. 2S of Sect. 12-103.~~

- Amend Part 8, Group 8 Temporary Uses, Section 8-909, Additional Standards for Open-Air Produce Stands, by deleting Par. 6, as follows:

~~6.—One (1) sign may be permitted in accordance with the provisions of Sect. 12-103.~~

Amend Article 9, Special Exceptions, as follows:

- Amend Part 0, General Provisions, Section 9-004, Status of Special Exception Uses, by revising Par. 4J to read as follows:

4. Minor modifications to special exceptions are allowed when the Zoning Administrator determines that they substantially conform to the approved special exception and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering and design.

Minor modifications may not:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

- 1
- 2 - **Amend Part 1, Category 1 Light Public Utility Uses, Section 9-105, Additional Standards for Mobile and Land Based Telecommunication Facilities, by revising Par. 2 to read as follows:**
- 3
- 4
- 5

- 6 2. Except for a flag mounted on a flagpole as permitted under the provisions of ~~Par. 2 of Sect. 12-203~~ Article 12, no ~~commercial advertising or signs shall be~~ are allowed on any monopole, tower, antenna, antenna support structure, or related equipment cabinet or structure.
- 7
- 8
- 9

- 10 - **Amend Part 3, Category 3 Quasi-Public Uses, Section 9-308, Additional Standards for Medical Care Facilities, by revising Par. 7 to read as follows:**
- 11
- 12

- 13 7. For hospitals, the Board of Supervisors may approve additional on-site signs when it is determined, based on the size and nature of the hospital, that additional signs are necessary in order to ~~provide needed information to~~ better serve the public and that such signs will not have an adverse impact on adjacent properties. All proposed signs ~~shall be~~ are subject to the maximum area and height limitations for hospital signs set forth in Article 12. All requests ~~shall~~ must show the location, size, height and number of all existing and proposed signs, as well as the information to be displayed on the signs.
- 14
- 15
- 16
- 17
- 18
- 19
- 20

- 21 - **Amend Part 3, Category 3 Quasi-Public Uses, Section 9-311, Additional Standards for Alternate Use of Public Facilities, by revising Par. 4 to read as follows:**
- 22
- 23

- 24 4. Signs as may be permitted in accordance with the provisions of ~~Par. 2M of Sect. 12-208~~ Sect. 12-202 ~~shall be~~ are limited to one building-mounted and one freestanding sign for all alternate uses in a given public facility.
- 25
- 26
- 27

- 28 - **Amend Part 5, Category 5 Commercial and Industrial Uses of Special Impact, Section 9-505, Additional Standards for Automobile-Oriented Uses, Car Washes, Drive-In Financial Institutions, Drive-Through Pharmacies, Quick-Service Food Stores, Restaurants, Restaurants with Drive-Through, Carryout Restaurants, Service Stations, and Service Stations/Mini-Marts, by deleting Par. 1E, as follows:**
- 29
- 30
- 31
- 32
- 33

- 34 1. In all districts where permitted by special exception:
- 35

- 36 E. ~~For a drive-through pharmacy, signs shall be required to be posted in the vicinity of the stacking area stating the limitations on the use of the window service and/or drive-through lane. Such signs shall not exceed two (2) square feet in area or be located closer than five (5) feet to any lot line.~~
- 37
- 38
- 39
- 40

- 41 - **Amend Part 6, Category 6 Miscellaneous Provisions Requiring Board of Supervisors' Approval, Section 9-620, Waiver of Certain Sign Regulations, by revising Par. 1 to read as follows:**
- 42
- 43
- 44

- 1 1. Such waiver may be for an increase in sign area, increase in sign height or different location
 2 of a sign, not otherwise provided by ~~Seet. 12-304~~ Sect. 12-302. Such waiver ~~shall~~ may not
 3 allow the erection of a freestanding sign or off-site sign, not otherwise permitted by this
 4 Ordinance, or the establishment of any sign prohibited by the provisions of ~~Seet. 12-104~~
 5 Article 12.

6
 7 **Amend Article 10, Accessory Uses, Accessory Service Uses and Home Occupations, as follows:**

- 8
 9 - **Amend Part 1, Accessory Uses and Structures, Section 10-102, Permitted Accessory Uses,**
 10 **by revising Paragraphs 27 and 27H; revising Par. 28 and deleting Par. 28E; and deleting**
 11 **Par. 30G, to read as follows:**

- 12
 13 27. Temporary family health care structures ~~shall be~~ are permitted on lots zoned for and
 14 developed with single family detached dwellings, subject to the approval of the Zoning
 15 Administrator by issuance of a permit and compliance with the following provisions:

- 16
 17 H. No signs ~~promoting or advertising the structure shall be permitted on the structure or~~
 18 ~~on the lot~~ are allowed for a temporary family health care structure.

- 19
 20 28. Temporary portable storage containers ~~shall be~~ are allowed in any yard on lots containing a
 21 dwelling, subject to all of the following:

- 22
 23 E. ~~Signage on temporary portable storage containers shall be in accordance with Par. 28~~
 24 ~~of Seet. 12-103.~~

- 25
 26 30. Wayside stands, but subject to the following limitations:

- 27
 28 G. ~~Notwithstanding the provisions of Article 12, a wayside stand may have one (1)~~
 29 ~~building-mounted sign, mounted flush against the stand, which does not exceed ten~~
 30 ~~(10) square feet in area.~~

31
 32 **Amend Article 14, Performance Standards, as follows:**

- 33
 34 - **Amend Part 9, Outdoor Lighting Standards, Section 14-902, Applicability and General**
 35 **Provisions, by revising Paragraphs 2 and 2D, to read as follows:**

- 36
 37 2. Except as provided in Sections 904 and 905 below, all outdoor lighting fixtures ~~shall~~ must
 38 comply with the following:

- 39
 40 D. Internally illuminated signs, ~~except those which bear a state or federal registered~~
 41 ~~trademark, shall~~ must have an opaque background and translucent text and symbols,
 42 or ~~shall~~ have a translucent background that is not white, off-white or yellow in color.
 43 ~~In addition, internally illuminated signs must comply with the provisions of Article~~
 44 ~~12.~~

All illuminated signage located on the sides of a canopy ~~shall~~ must be internally illuminated or backlit.

Amend Article 16, Development Plans, as follows:

- Amend Part 2, Procedures for Review and Approval of a PRC District, Section 16-203, PRC Plan Approval, by revising Par. 8J, to read as follows:

8. Minor modifications to an approved rezoning and development plan may be permitted in a PRC plan when it is determined by the Zoning Administrator that they substantially conform to the approved rezoning and development plan and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering, and design.

Minor modifications may not:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

- Amend Part 4, Procedures for Review and Approval of All P Districts Except the PRC District, Section 16-403, Site Plan/Subdivision Plat Preparation, Building Permit, Residential Use Permit and Non-Residential Use Permit, by revising Par. 4J, to read as follows:

4. Minor modifications to a final development plan are allowed when the Zoning Administrator determines that they substantially conform to the approved final development plan and do not materially alter the character of the development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering and design.

Minor modifications may not:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

Amend Article 17, Site Plans, as follows:

- Amend Part 2, Required Improvements, Section 17-201, Improvements To Be Provided, by revising Par. 7, to read as follows:

7. Installation of adequate ~~'No Parking'~~ signs along travel lanes or service drives to prohibit parking on same. Such signs ~~shall~~ must be located on each curbed side, no more than fifty (50) feet apart.

Amend Article 18, Administration, Amendments, Violations and Penalties, as follows:

- 1 - **Amend Part 1, Administration, Section 18-106, Application and Zoning Compliance Letter Fees, by revising Par. 5 and adding a new Par. 14, to read as follows:**

5. Fees for food trucks, small cell facilities, home occupations, ~~sign permits~~ and site plans, ~~shall~~ be as specified in Articles 2, 10, ~~12~~ and 17, respectively.

14. Sign Permits and Administrative Comprehensive Sign Plans: \$95

- 9 - **Amend Part 2, Amendments, Section 18-204, Proffered Condition Regulations, by revising Par. 4J, to read as follows:**

4. Minor modifications to the proffered conditions are allowed when the Zoning Administrator determines that they substantially conform to the proffered conditions and do not materially alter the character of the approved development. In making this determination, the Zoning Administrator may consider factors such as topography, engineering and design. Minor modifications are not amendments or variations to the proffered conditions.

Minor modifications may not conflict with a proffer or:

- J. Expand the area or type of signage approved, although changes to color and typeface may be considered ~~provided they do not change the character of the approved sign;~~

- 23 - **Amend Part 3, Appeals, Section 18-303, Time Limit on Filing, by revising Paragraphs 2, 2E and 2F, to read as follows:**

2. Appeals for notices of violation involving the following violations ~~shall~~ must be filed within ten (10) days from the date of the notice with the Zoning Administrator and the BZA:

- E. Erection of prohibited signs on private property in violation of ~~Paragraphs 1, 4, 5, 6, 7, 11, 12, 13 or 14 of Sect. 12-104~~ Par. 2 and Paragraphs 3A through 3E of Sect. 12-106.

- F. Erection, alteration, refacing or relocation of a sign on private property in violation of ~~Sect. 12-301~~ Par. 1 of Sect. 12-104.

- 35 - **Amend Part 4, Variances, Section 18-406, Unauthorized Variances, by revising Par. 6, to read as follows:**

6. No variance ~~shall~~ may be authorized that would relate to signs, ~~except that a variance may be considered to the provisions of Par. 14 of Sect. 12-104.~~

Amend Article 20, Ordinance Structure, Interpretations and Definitions, Part 3, Definitions, by deleting the references to Building-Mounted Sign, Freestanding Sign and Portable Sign, and also deleting the definition of Raceway and Sign, as follows:

~~BUILDING MOUNTED SIGN: See SIGN, BUILDING MOUNTED.~~

1
2 FREESTANDING SIGN: See SIGN, FREESTANDING.

3
4 PORTABLE SIGN: See SIGN, PORTABLE.

5
6 RACEWAY: A structure or architectural component of a building specifically designed to support
7 and contain a continuous series of signs accessory to a series of tenants occupying space in a given
8 building. Such structures generally traverse the entire length of the building and may be illuminated
9 or constructed of materials so as to be different from the facade of the building.

10
11 SIGN: Any writing, letter work or numeral, pictorial presentation, illustration or decoration,
12 emblem, device, symbol or trademark, flag, banner or pennant or any other device, figure or similar
13 character which:

14
15 1. — Is used to announce, direct attention to, identify, advertise or otherwise make anything
16 known; and

17
18 2. — Is visible from the public right of way or from adjoining property.

19
20 ~~SIGN, BUILDING MOUNTED: A sign attached to and deriving its support from a building.~~

21
22 ~~SIGN, FREESTANDING: A nonmovable sign supported by a fence, retaining wall, or by upright~~
23 ~~structural members or braces on or in the ground and not attached to a building.~~

24
25 ~~— SIGN, PORTABLE: Any sign not permanently affixed to the ground nor to a building,~~
26 ~~including, but not limited to, a sign that is moveable, such as a sandwich board sign, A frame sign,~~
27 ~~gas or hot air filled displays, balloons or banners.~~

28
29 Amend Appendix 7, Commercial Revitalization Districts, as follows:

30
31 - Amend Part 1, Annandale Commercial Revitalization District, Section A7-109, Additional
32 Provisions; Part 2, Bailey's Crossroads/Seven Corners Commercial Revitalization District,
33 Section A7-209, Additional Provisions; Part 3, McLean Commercial Revitalization District,
34 Section A7-309, Additional Provisions; Part 4, Richmond Highway Commercial
35 Revitalization District, Section A7-409, Additional Provisions; and Part 5, Springfield
36 Commercial Revitalization District, Section A7-509, Additional Provisions; by revising Par.
37 4 in all sections to read as follows:

38
39 4. The sign provisions of Article 12 shall apply, except as follows:

40
41 A. — ~~Signs that~~ signs lawfully existing on the effective date of this Ordinance or prior
42 ordinances, which do not conform to the provisions of this Ordinance, and signs
43 ~~which that~~ are accessory to a nonconforming use, ~~shall be~~ are deemed to be
44 nonconforming signs and may remain. Notwithstanding Paragraphs ~~1 and 4 of Sect.~~
45 ~~12-110~~ 1 and 5 of Sect. 12-107, such signs ~~shall~~ may not be enlarged or extended but

1 may be removed and replaced with a sign ~~which~~ that is reduced in height and/or sign
2 area.
3

4 B. ~~When erected by a public agency or County recognized revitalization organization,~~
5 ~~there may be freestanding signs, located within or in proximity to the Commercial~~
6 ~~Revitalization District boundaries, which identify the district or give directions~~
7 ~~and/or distances to commercial areas or centers within the district. No such sign shall~~
8 ~~give the name, direction, or distance to any specific business or identify a specific~~
9 ~~product. Such signs, which may include a banner affixed to the signpost, shall not~~
10 ~~exceed sixty (60) square feet in area or twenty (20) feet in height. In addition, within~~
11 ~~the Commercial Revitalization District, there may be separately erected banners,~~
12 ~~erected by a public agency or County recognized revitalization organization,~~
13 ~~identifying the district or announcing districtwide events, but no individual~~
14 ~~businesses or products. Such banners shall not exceed twenty (20) square feet in area~~
15 ~~or twenty (20) feet in height. All banners shall be securely affixed at the top and the~~
16 ~~bottom so as to preclude any fluttering or rotation by the movement of the~~
17 ~~atmosphere. The banners shall also be subject to the applicable outdoor advertising~~
18 ~~provisions of the Code of Virginia. When erected by a public agency, such signs~~
19 ~~and/or banners shall not require a sign permit, but when erected by a County~~
20 ~~recognized revitalization organization, a sign permit shall be required.~~
21

Attachment 2

Major Issue Area	Staff Report Option	Advertised Alternative Options	Staff Recommendation	Planning Commission Recommendation
Definition of Sign	Sign is anything visible from any street.	Sign is anything visible from certain street types.	A sign is that which is visible from any public or private street, but not if only visible from internal drive aisles in non-residential developments.	
Exemption of Signs on Public Property	No exemption for signs on public property; they must meet all proposed regulations.	Exemption of signs on public property from the proposed regulations, either in whole or in part.	Exemption of signs on public property from Section 12-105, Minor Signs, only.	
Vehicle Signs	Must be parked at place of business, in a marked parking space with no further setback requirement.	Imposes a minimum setback requirement for a vehicle sign from the front lot line, up to 25 feet.	Staff report option – staff does not recommend any setback restrictions.	
Exemption of Building Mounted Signs for Schools	Exemption of non-illuminated letters or numbering on any school, up to 10% of the area of the wall on which placed.	Allows up to 25% of the area of the wall on which placed.	Staff report option – staff recommends no coverage above 10% due to the size of many school facilities.	
Yard Signs	12 SF total per lot, limit on size of a single sign to 4 SF.	Allows up to 16 SF total per lot.	Staff report option.	
Minor Signs	For uses with frontage on major thoroughfare: 40 SF total per lot; limit on size of a single sign to 24 SF; allows one freestanding sign at 4-foot height. For all other uses: 24 SF total per lot and all signs must be building mounted.	Allows flexibility to consider all options for all uses: Up to 60 SF total per lot; no limit on the size of a single sign; no limit on the number of freestanding signs; and a maximum freestanding sign height up to 6 feet.	For uses with frontage on major thoroughfare: 32 SF total per lot; no limit on the size of a single sign; allow two freestanding signs at a height of 4 feet. For all other uses: Staff report option.	
Off-site/Directional Signs	Off-site/directional signs prohibited.	No alternative option proposed.	Staff report option.	
Freestanding Signs for Non-Residential Land Uses in Residential Districts	For permanent freestanding signs, a total of 40 SF, with maximum height of 8 feet for all non-residential land uses.	Allows a sliding scale of sign size and height, based on lot size – up to a maximum of 40 SF, with a maximum height of 8 feet. Also allow consideration of a height up to 20 feet for all options.	Staff report option. However, if alternative option selected, staff recommends the maximum sign height of 8 feet carry forward.	
Electronic Display Signs	Allowed in all districts as part of a freestanding sign, up to 50% of the allowable SF, with the height as allowed by zoning district.	Allows the entire allowable freestanding sign area to be an electronic display but requires that the sign be a monument style sign with a maximum height of 6 feet, regardless of zoning district.	Staff report option, although staff acknowledges that both options represent appropriate regulation of electronic display signs.	Staff report option for Residential Districts (12-203); advertised alternative option for Commercial and Industrial Districts (12-205).

Proposed Grandfathering Options: March 6, 2019

1. The following signs approved prior to the effective date of this Ordinance but do not conform to this Ordinance may remain and are subject to those provisions found in Section 12-107: permanent building-mounted signs and freestanding signs, approved with a building permit and any required, corresponding sign permit; permanent freestanding signs located on property owned by the Fairfax County, the Fairfax County Park Authority or Fairfax County Public Schools; any signs approved by the Board of Supervisors in conjunction with an approved Comprehensive Sign Plan or Special Exception; and any signs approved by the Board of Zoning Appeals in conjunction with an approved Special Permit.
2. Electronic Display Signs approved with a building permit and any required, corresponding sign permit prior to the effective date of this Ordinance but do not conform to this Ordinance may remain and are subject to those provisions found in Section 12-107 - except that such signs must comply with those performance standards found in Sections 12-203.3, B, C, and D; and Section 12-205.4, B, C and D.
3. Except as noted in Par. 1 and 2 above, all signs, to include temporary signs (now known as Minor Signs), must conform to the provisions of this Ordinance.

Proposed Grandfathering Options: March 6, 2019

1. The following signs approved prior to the effective date of this Ordinance but do not conform to this Ordinance may remain and are subject to those provisions found in Section 12-107: permanent building-mounted signs and freestanding signs, approved with a building permit and any required, corresponding sign permit; permanent freestanding signs located on property owned by the Fairfax County, the Fairfax County Park Authority or Fairfax County Public Schools; any signs approved by the Board of Supervisors in conjunction with an approved Comprehensive Sign Plan or Special Exception; and any signs approved by the Board of Zoning Appeals in conjunction with an approved Special Permit.
2. Electronic Display Signs approved with a building permit and any required, corresponding sign permit prior to the effective date of this Ordinance but do not conform to this Ordinance may remain and are subject to those provisions found in Section 12-107 - except that such signs must comply with those performance standards found in Sections 12-203.3. B, C, and D; and Section 12-205.4. B, C and D.
3. Except as noted in Par. 1 and 2 above, all signs, to include temporary signs (now known as Minor Signs), must conform to the provisions of this Ordinance.

Board Agenda Item
March 19, 2019

3:30 p.m.

Public Hearing on RZ 2018-PR-015 (1500 Westbranch Holdings, LLC) to Rezone from C-3 to PTC to Permit Mixed-Use Development with an Overall Floor Area Ratio of 1.78, Which Includes Bonus Density for Workforce Housing and Approval of the Conceptual Development Plan, Located on Approximately 5.86 Acres of Land (Providence District) (concurrent with PCA 88-D-005-10)

and

Public Hearing on PCA 88-D-005-10 (1500 Westbranch Holdings, LLC) to Amend the Proffers for RZ 88-D-005 Previously Approved for Office Use to Delete Land Area and Associated Modifications to Proffers and Site Design with an Overall Floor Area Ratio of 1.78 Which Includes Bonus Density for Workforce Housing, Located on Approximately 5.86 Acres of Land (Providence District) (Concurrent with RZ 2018-PR-015)

This property is located in the S.W. corner of the intersection of Jones Branch Drive and Westbranch Drive. Tax Map 29-4 ((7)) A5

This property is located in the S.W. corner of the intersection of Jones Branch Drive and Westbranch Drive. Tax Map 29-4 ((7)) A5

PLANNING COMMISSION RECOMMENDATION:

On March 14, 2019, the Planning Commission voted 10-0-1 (Commissioner Clarke was absent from the meeting; Commissioner Hart abstained from the vote) to recommend the following actions to the Board of Supervisors:

- Approval of RZ 2018-PR-015, subject to the execution of proffered conditions consistent with those dated February 8, 2019;
- Approval of PCA 88-D-005-10;
- Approval of a waiver of Sect. 2-505 of the Zoning Ordinance to permit building and accessory structures, site furnishings, above-grade utility features, and vegetation on a corner lot and within the sight distance triangle formed by the

Board Agenda Item
March 19, 2019

street lines as shown on the CDP/FDP in order to allow for the streetscape sections as outlined in the Comprehensive Plan for Tysons;

- Approval of a waiver of Par. 2 of Sect. 2-506 of the Zoning Ordinance to allow projections of parapet, cornice or other similar projection to exceed three feet in height as may be indicated on the CDP/FDP to screen mechanical equipment;
- Approval of a waiver of Par. 7 of Sect. 6-505 of the Zoning Ordinance requiring the designation of specific outdoor dining areas on the CDP/FDP to permit, outdoor dining to be provided in the building zone as depicted on the final site plan;
- Approval of a waiver of Par. 1 of Sect. 6-506 to permit a minimum district size of less than 10 acres for a PTC zoned parcel;
- Approval of a modification of Sect. 11-201 and Sect. 11-203 to reduce the five required loading spaces to two loading spaces as shown on the CDP/FDP;
- Approval of a waiver of Par. 8 of Sect. 13-202 (interior parking lot landscape requirements) for planting atop above-grade parking structures, to allow for alternative location of required plant material;
- Approval of a waiver of Par. 3B of Sect. 17-201 for additional inter-parcel access to adjoining parcels (other than those shown on the CDP/FDP); and
- Approval of a waiver of Par. 4 of Sect. 17-201 for further dedication and construction of widening for existing roads, beyond that which is indicated on the CDP/FDP.

In a related action, the Planning Commission voted 10-0-1 (Commissioner Clarke was absent from the meeting; Commissioner Hart abstained from the vote) to approve FDP 2018-PR-015, subject to the development conditions dated February 6, 2019.

ENCLOSED DOCUMENTS:

Planning Commission Verbatim Excerpt and Staff Report available online at:
<https://www.fairfaxcounty.gov/planning-zoning/zoning-application-board-packages-fairfax-county-board-supervisors>

REVISED

Board Agenda Item
March 19, 2019

STAFF:

Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Jeff Hatterick, PWES Specialist, Solid Waste Management

Board Agenda Item
March 19, 2019

3:30 p.m.

Public Hearing on PCA 2009-HM-017-02/CDPA 2009-HM-017 (Brightview Senior Living Development, LLC), PCA AND CDPA to Amend the Uses, Proffers and Conceptual Development Plan for RZ 2009-HM-017, Previously Approved for Mixed-Use to Permit Mixed-Use to Include a Continuing Care Facility and Associated Modifications to Proffers and Site Design at a Floor Area Ratio of 3.01 Overall Including Bonus Density Associated with Workforce Dwelling Units, Located on Approximately 3.01 Acres of 14.67 Acres of Land Zoned PRM (Dranesville District)

This property is located in the N.W. quadrant of Innovation Center Drive and Magna Way. Tax Map 15-2 ((1)) 13A1 (pt.)

PLANNING COMMISSION RECOMMENDATION:

On February 6, 2019, the Planning Commission voted 11-0 (Commissioner Strandlie was absent from the meeting) to recommend the following to the Board of Supervisors:

- Approval of PCA 2009-HM-017-02, subject to the execution of proffered conditions consistent with those dated January 18, 2019;
- Reaffirmation of the modification of the Use Limitations on Corner Lots in Section 2-505 of the Zoning Ordinance to permit the proposed building, landscaping and sign locations within the Zoning Ordinance sight triangles formed by the streets along the corner lot as shown on the CDPA/FDPA and as proffered;
- Reaffirmation of the modification of the private street limitations of Section 11-302 of the Zoning Ordinance as shown on the CDPA/FDPA and as proffered.
- Reaffirmation of the modification of PFM Standard 12-0702.1B2 to permit the reduction of the minimum planting width requirement from eight feet as shown on the CDPA/FDPA and as proffered;
- Approval of parking reduction amendment request #6848-PKS-004-1 pursuant to Par. 5A of Sect. 11-102 of the Zoning Ordinance, based on the proximity of a mass transit station, subject to the conditions recommended by staff dated January 31, 2019;
- Modification of Par. 13 of Sect. 11-203 of the Zoning Ordinance to modify the number of required loading spaces in favor of that shown on the CDPA/FDPA;

Board Agenda Item
March 19, 2019

- Modification of Section 16-102 of the Zoning Ordinance to modify the landscaping and screening requirements around the peripheral boundaries of the PRM District in favor of that shown in the CDPA/FDPA;
- Modification of Section 13-302 of the Zoning Ordinance to modify the screening requirements and waive the barrier requirements in favor of that shown in the CDPA/FDPA;
- Waiver of Sect. 7-0303.4 of the Public Facilities Manual to waive the requirement of a minimum width of 30-feet for private streets and commercial entrance connections to VDOT roadways in favor of that shown in the CDPA/FDPA; and
- Modification of Par. 6 of Sect. 6-406 of the Zoning Ordinance to modify the requirement that states secondary uses may be permitted where at least 50-percent of the total gross floor area in the development is devoted to multiple family dwellings.

In a related action, on February 6, 2019, the Planning Commission voted 11-0 (Commissioner Strandlie was absent from the meeting) to approve FDPA 2009-HM-017-02, subject to the development conditions dated January 23, 2019.

ENCLOSED DOCUMENTS:

Planning Commission Verbatim Excerpt and Staff Report available online at:
<https://www.fairfaxcounty.gov/planning-zoning/zoning-application-board-packages-fairfax-county-board-supervisors>

STAFF:

Tracy Strunk, Director, Zoning Evaluation Division, Department of Planning and Zoning (DPZ)
Kelly Atkinson, Planner, DPZ

Board Agenda Item
March 19, 2019

4:00 p.m.

Public Hearing on Proposed Plan Amendment 2018-IV-S1 Lewin Park, Located in the Northwest Quadrant of the Franconia-Springfield Parkway and Beulah Street Intersection (Lee District)

ISSUE:

Plan Amendment (PA) 2018-IV-S1 proposes to convert up to 300,000 square feet of office use to residential use as a development option for Land Unit U in the Franconia-Springfield Transit Station Area.

PLANNING COMMISSION RECOMMENDATION:

On March 14, 2019, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to recommend to the Board of Supervisors adoption of the staff recommendation for Plan Amendment 2018-IV-S1, as found on Pages 7-11 of the Staff Report dated January 30, 2019.

RECOMMENDATION:

The County Executive recommends that the Board adopt the Planning Commission recommendation.

TIMING:

Planning Commission public hearing – February 20, 2019; now, March 14, 2019
Board of Supervisors' public hearing – March 19, 2019

BACKGROUND:

On May 1, 2018, the Board authorized Plan Amendment (PA) 2018-IV-S1 to consider the conversion of up to 300,000 square feet to residential use with ground floor retail. The adopted Plan for this area recommends residential use at 1-2 dwelling units per acre with an option for office and/or hotel with support retail uses at an intensity up to 1.5 FAR.

FISCAL IMPACT:

None

REVISED

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March 19, 2019

ENCLOSED DOCUMENTS:

The Planning Commission Verbatim Excerpt available online at:

<https://www.fairfaxcounty.gov/planningcommission/sites/planningcommission/files/assets/documents/pdf/2019%20verbatims/verbatim31419pa2018-iv-s1.pdf>

The Staff Report for PA 2018-IV-S1 is available online at:

<https://www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/assets/documents/compplanamend/lewinpark/lewin-park-staff-report.pdf>

STAFF:

Rachel Flynn, Deputy County Executive

Fred R. Selden, Director, Department of Planning and Zoning (DPZ)

Marianne R. Gardner, Director, Planning Division, DPZ

Michelle Stahlhut, Branch Chief, Planning Division, DPZ

Natalie Knight, Planner II, Planning Division, DPZ

Board Agenda Item
March 19, 2019

4:00 p.m.

Public Hearing on the Acquisition of Certain Land Rights Necessary for the Construction of Springfield Multi-Use Transit Hub (Lee District)

ISSUE:

Public Hearing on the acquisition of certain land rights necessary for the construction of Project ST-000033-001, Springfield Multi-Use Transit Hub, Fund 40010, County and Regional Transportation Projects.

RECOMMENDATION:

The County Executive recommends that the Board of Supervisors (Board) adopt the attached resolution authorizing the acquisition of the necessary land rights.

TIMING:

On February 19, 2019, the Board authorized advertisement of a public hearing to be held on March 19, 2019, at 4:00 p.m.

BACKGROUND:

The County is planning to construct a six-level structure located on County-owned property on the opposite side of Old Keene Mill Road that will accommodate approximately 1,100 parking spaces, and will enhance commuters' transportation options with the installation of a bus transit center, commuter spaces, short-term parking area for pick up and drop off, and a pedestrian bridge over Old Keene Mill Road, connecting the garage to Springfield Plaza.

Land rights for these improvements are required on two properties, not including the County-owned property which is not a part of this public hearing. The construction of the project requires the acquisition of Deed of Dedication, Storm Drainage, Sanitary Sewer, and Grading Agreement and Temporary Construction Easements.

Negotiations are in progress with the affected owner of the privately-owned property; however, because resolution of these acquisitions is not imminent, it may become necessary for the Board to utilize quick-take eminent domain powers to commence construction of this project on schedule. These powers are conferred upon the Board by statute, namely, Va. Code Ann. Sections 15.2-1903 through 15.2-1905 (as amended). Pursuant to these provisions, a public hearing is required before property

Board Agenda Item
March 19, 2019

interests can be acquired in such an accelerated manner.

FISCAL IMPACT:

Funding is currently available in Project ST-000033-001, Springfield Multi-Use Transit Hub, Fund C40010, County and Regional Transportation Projects. No additional funds are required at this time for land acquisition.

ENCLOSED DOCUMENTS:

Attachment A – Project Location Map

Attachment B – Resolution with Fact Sheets on the affected parcels with plats showing interests to be acquired (Attachments 1 through 2-A (Sheet 2 of 2)).

STAFF:

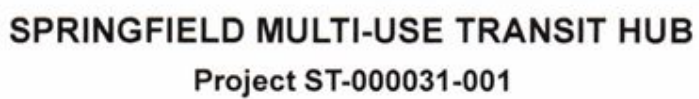
Rachel O'Dwyer Flynn, Deputy County Executive

Randolph W. Bartlett, Director, Department of Public Works and Environmental Services (DPWES)

Ronald N. Kirkpatrick, Deputy Director, DPWES, Capital Facilities

ASSIGNED COUNSEL:

Pamela K. Peltó, Assistant County Attorney, Office of the County Attorney



Lee District

Proposed Improvements: 

ATTACHMENT B

RESOLUTION

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 Tuesday, March 19, 2019, at which meeting a quorum was present and voting, the following resolution was adopted:

WHEREAS, certain Project ST-000033-001, Springfield Multi-Use Transit Hub had been approved; and

WHEREAS, a public hearing pursuant to advertisement of notice was held on this matter, as required by law; and

WHEREAS, the property interests that are necessary have been identified; and

WHEREAS, in order to keep this project on schedule, it is necessary that the required property interests be acquired not later than April 30, 2019.

NOW THEREFORE BE IT RESOLVED, that the Director, Land Acquisition Division, in cooperation with the County Attorney, is directed to acquire the property interests listed in Attachments 1 through 2-A (Sheet 2 of 2) by gift, purchase, exchange, or eminent domain; and be it further

RESOLVED, that following the public hearing, this Board hereby declares it necessary to acquire the said property and property interests and that this Board intends to enter and take the said property interests for the purpose of constructing a six-level structure located on County-owned property on the opposite side of Old Keene Mill Road that will accommodate approximately 1,100 parking spaces, and will enhance commuters' transportation options with the installation of a bus transit center, commuter spaces, short-term parking area for pick up and drop off, and a pedestrian bridge over

Old Keene Mill Road, connecting the garage to Springfield Plaza as shown and described in the plans of Project ST-000033-001, Springfield Multi-Use Transit Hub on file in the Land Acquisition Division of the Department of Public Works and Environmental Services, 12000 Government Center Parkway, Suite 449, Fairfax, Virginia; and be it further

RESOLVED, that this Board does hereby exercise those powers granted to it by the Code of Virginia and does hereby authorize and direct the Director, Land Acquisition Division, on or after April 19, 2019, unless the required interests are sooner acquired, to execute and cause to be recorded and indexed among the land records of this County, on behalf of this Board, the appropriate certificates in accordance with the requirements of the Code of Virginia as to the property owners, the indicated estimate of fair market value of the property and property interests and/or damages, if any, to the residue of the affected parcels relating to the certificates; and be it further

RESOLVED, that the County Attorney is hereby directed to institute the necessary legal proceedings to acquire indefeasible title to the property and property interests identified in the said certificates by condemnation proceedings, if necessary.

LISTING OF AFFECTED PROPERTIES
Project ST-000033-001 – Springfield Multi-Use Transit Hub
(Lee District)

<u>PROPERTY OWNER(S)</u>	<u>TAX MAP NUMBER</u>
1. Springfield Plaza, LLC Address: 6402 Springfield Plaza	080-3-01-0004-A
2. Springfield Plaza, LLC Address: 6400 Springfield Plaza	080-3-01-0010

A Copy – Teste:

Catherine A. Chianese
Clerk to the Board of Supervisors

AFFECTED PROPERTY

Tax Map Number: 080-3-01-0004-A

Street Address: 6402 Springfield Plaza

OWNER(S): Springfield Plaza, LLC

INTEREST(S) REQUIRED (As shown on attached plat/plan)

Storm Drainage Easement – 770 sq. ft. (less vacation of Temporary Storm
Drainage Easement – 606 sq. ft.)

Sanitary Sewer Easement – 1847 sq. ft.

Grading Agreement and Temporary Construction Easement – 2,350 sq. ft.

VALUE

Estimated value of interests and damages:

TWENTY-NINE THOUSAND NINE HINDRED TWENTY-ONE DOLLARS
(\$29,921.00)

AFFECTED PROPERTY

Tax Map Number: 080-3-01-0010
Street Address: 6400 Springfield Plaza
OWNER(S): Springfield Plaza. LLC

INTEREST(S) REQUIRED: (As shown on attached plat/plan)

Deed of Dedication – 1,130 sq. ft.
Storm Drainage Easement – 832 sq. ft. (less vacation of Temporary Storm
Drainage Easement – 882 sq. ft.)
Sanitary Sewer Easement – 243 sq. ft.
Grading Agreement and Temporary Construction Easement – 3,350 sq. ft.

VALUE

Estimated value of interests and damages:

SIXTY THOUSAND FOUR HUNDRED SIX DOLLARS (\$60,406.00)

Diaper Twine 10-4-18
DATE

676



SPRINGFIELD PLAZA, LLC
THROUGH THE PROPERTIES OF
NORTH SHORE LLC, DATE 2/22

FAIRFAX COUNTY, VIRGINIA
SCALE: 1"=20' DATE: OCTOBER 31, 2017

5018-0202	313A	SWD	NCSD FILE-3093-0101_C30_0001.DWG	SHEET 2 OF 2
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1 DENOTES EX. 15' TUMP, STORM DRAINAGE
EASEMENT D.B. 1844, PG. 4.33
HOLEY UNCALD

GRAPHICAL SCALE: 1" = 20'

Gordon
4501 Daily Drive
Charlottesville, VA 20151
Phone: 703-263-1900
www.gordon.us.com

BY: _____
PROGRAMS AND PLANNING
CITY ENGINEERING
1. MARKED FOR ARCHIVAL USE

AFFECTED PROPERTY

Tax Map Number: 080-3-01-0010
Street Address: 6400 Springfield Plaza
OWNER(S): Springfield Plaza. LLC

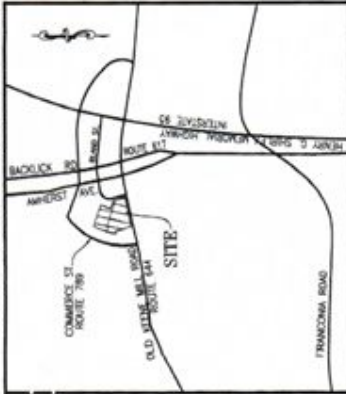
INTEREST(S) REQUIRED: (As shown on attached plat/plan)

Deed of Dedication – 1,130 sq. ft.
Storm Drainage Easement – 832 sq. ft. (less vacation of Temporary Storm
Drainage Easement – 882 sq. ft.)
Sanitary Sewer Easement – 243 sq. ft.
Grading Agreement and Temporary Construction Easement – 3,350 sq. ft.

VALUE

Estimated value of interests and damages:

SIXTY THOUSAND FOUR HUNDRED SIX DOLLARS (\$60,406.00)



VICINITY MAP
SCALE: 1" = 200'

NOTES:

1. THE PROPERTY SHOWN HEREON IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM OF 1983 AS COMPLETED BY A FIELD RUN SURVEY BY THE VIRGINIA SURVEYING BOARD, INC. (VSB) ON 08-13-2013. THIS SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE VIRGINIA PROFESSIONAL SURVEYING BOARD'S (VPSB) STANDARDS AND PRACTICES, 1994 EDITION, WITH A COMBINED SCALE FACTOR OF 0.99994463.
2. NO TITLE REPORT HAS BEEN FURNISHED.
3. THE PROPERTY SHOWN HEREON IS REFERENCED TO THE VIRGINIA COORDINATE SYSTEM OF 1983 AS COMPLETED BY A FIELD RUN SURVEY BY THE VIRGINIA SURVEYING BOARD, INC. (VSB) ON 08-13-2013. THIS SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE VIRGINIA PROFESSIONAL SURVEYING BOARD'S (VPSB) STANDARDS AND PRACTICES, 1994 EDITION, WITH A COMBINED SCALE FACTOR OF 0.99994463.
4. ALL PREVIOUSLY RECORDED EASEMENTS, OR OTHER INTERESTS OF THE COUNTY, SHALL REMAIN IN FULL FORCE AND EFFECT UNLESS OTHERWISE SPECIFICALLY SHOWN HEREON.
5. THE LAND SHOWN ON THIS PLAT IS NOW HELD AS NOTED IN THE TITLE BLOCK HEREON AND RECORDED AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA. ALL EASEMENTS SHOWN ON THIS PLAT ARE WITHIN THE BOUNDARIES OF THE ORIGINAL TRACT, AS DESCRIBED AND RECORDED HEREON.
6. ENGINEERING GEOLOGY AND/OR SOIL REPORTS HAVE BEEN REVIEWED AND APPROVED BY THE DIRECTOR OF THE DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES, SITE CONDITIONS ARE OF SUCH A NATURE THAT LAND SLIPPAGE OR FOUNDATION PROBLEMS POSSIBILITIES EXIST. THE SUBMITTER OF A SOILS REPORTS A COPY OF SOIL SOIL REPORTS TO THE DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES.
7. ANY FUTURE EASEMENT OF AUTHORIZATION FOR ELECTRIC, CABLE, TELEPHONE, OR OTHER UTILITIES SHALL BE THE RESPONSIBILITY OF THE SUBMITTER. THE SUBMITTER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND RECORDING THE SAME.
8. SITE PLAN NO. 7896-SP-001.

THE MAP PARCELS NO. 080-3-1(1)-00044 AND NO. 080-3-1(1)-0010 SPRINGFIELD ONE COMMUNITY PARKING GARAGE
PROJECT NO. 43011/31-000033

FAIRFAX COUNTY, VIRGINIA
DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES
CAPITAL FACILITIES, LAND SURVEY DIVISION
12000 GOVERNMENT CENTER PARKWAY, FAIRFAX, VIRGINIA

PLAT SHOWING
**DEDICATION TO FAIRFAX COUNTY
FOR TRANSPORTATION PURPOSES,
STORM DRAINAGE EASEMENT,
SANITARY SEWER EASEMENT AND A
GRADING AGREEMENT AND TEMPORARY
CONSTRUCTION EASEMENT AND
VACATION OF A TEMPORARY STORM DRAINAGE
EASEMENT**

THROUGH THE PROPERTIES OF
SPRINGFIELD PLAZA, LLC
DEED BOOK 13794, PAGE 812
LEE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=200' DATE: OCTOBER 31, 2017

3018-0002 3134 3840 FILE: 3018-0001_C30_0101.DWG SHEET 1 OF 2

CURVE TABLE

CURVE	ARC LENGTH	RADIUS	ELLIPSE	TANGENT	CHORD	CHORD BEARING
C1	38.38'	24.44'	89°58'14"	24.43'	34.56'	S32°59'37"W
C2	8.64'	5.50'	90°00'00"	5.50'	7.78'	N33°33'42"E
C3	28.25'	36.59'	44°14'04"	14.87'	27.55'	N01°49'31"E
C4	6.13'	33.00'	107°38'10"	3.07'	6.12'	N42°43'19"E

LINE TABLE

LINE	BEARING	DISTANCE
L1	S78°04'22"W	1.29'
L2	S11°58'08"E	34.87'
L3	N17°25'18"W	30.87'
L4	N78°33'42"E	29.25'
L5	N17°14'42"W	28.86'
L6	S78°03'48"W	180.11'
L7	N02°16'19"W	7.29'
L8	N37°29'06"E	70.06'
L9	N67°58'45"E	33.61'
L10	N17°06'14"W	27.22'
L11	N11°50'00"W	13.71'
L12	N77°38'20"E	70.04'
L13	N48°02'47"E	20.84'

APPROVED
COUNTY OF FAIRFAX
LAND DEVELOPMENT SERVICES

DATE: 10/31/17 BY: [Signature]

FINAL PLAT

RECOMMENDED FOR APPROVAL
FAIRFAX COUNTY

LAND DEVELOPMENT SERVICES

ALL STREET LOCATIONS AND/OR EASEMENTS
CONFORM TO THE REQUIREMENTS OF THIS OFFICE.

THIS APPROVAL IS NOT A COMMITMENT TO
PROVIDE PUBLIC SAFETY SERVICES.

DATE: 10/31/17 BY: [Signature]

APPROVED

FOR
RECORDING

BOARDS OF SUPERVISORS
FAIRFAX COUNTY, VIRGINIA

DATE: 10/31/17 BY: [Signature]

APPROVAL: 1000 IF PLAT IS NOT COVERED FOR
RECORD ON OR BEFORE:

**NOT FOR
RECORDATION**
DEPT. OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES
LAND DEVELOPMENT SERVICES

SURVEYOR'S CERTIFICATE

I, JOHN D. NELSON, A duly licensed land surveyor in the Commonwealth of Virginia, do hereby certify that the property shown hereon is now in the name of SPRINGFIELD PLAZA, LLC and was acquired from SPRINGFIELD PLAZA, LIMITED PARTNERSHIP (P) FILED DAVID DECEMBER 2, 2002 RECORDED IN DEED BOOK 13794 AT PAGE 912 AMONG THE LAND RECORDS OF FAIRFAX COUNTY, VIRGINIA.

I further certify that the property shown hereon is referenced to VIRGINIA STATE GRID NORTH IN ACCORDANCE WITH THE FAIRFAX COUNTY SURVEYOR CONTROL ORDINANCE.



PLAT PREPARED BY:

Gordon
4501 Dally Drive
Charlottesville, VA 22911
Phone: 703-763-1800
www.gordonva.com

REV. DECEMBER 1, 2017
REV. JULY 6, 2018
REV. JULY 26, 2018
REV. SEPTEMBER 11, 2018

PROPERTY CORNER CERTIFICATION

THE PERIMETER OF THE LAND HEREON PLATTED WILL BE MONUMENTED USING IRON PIPE OR OTHER PERMANENT MARKER. MONUMENTATION OF INTERNAL LOTS, STREETS, OUTLOTS, AND PARCELS CREATED BY RECORDED PLATS ARE COVERED BY THE PLAT HEREON. THE PERIMETER OF THE LAND HEREON PLATTED IS TO BE RELEASED BY FAIRFAX COUNTY.

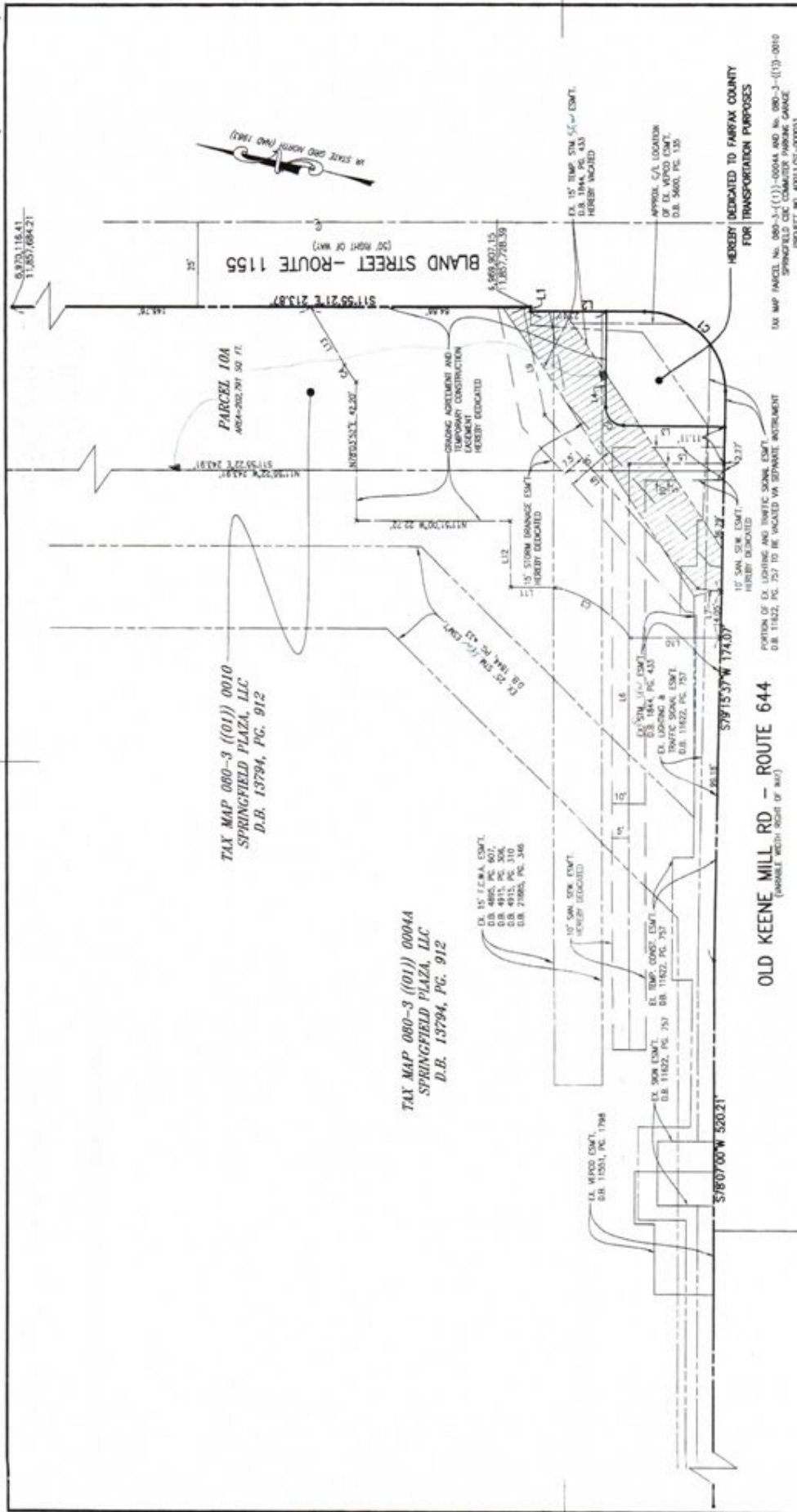
RELEASED BY: [Signature]
DATE: 10-31-17

PARCEL AREA TABULATION:

PARCEL 10	293,891.90 FT.
DEDICATION TO FAIRFAX COUNTY	1,130.50 FT.
PARCEL 10A	292,761.90 FT.

DEDICATION AREA TABULATION:

	PARCEL 4A	PARCEL 10
TRANSPORTATION DEDICATION	0.50 FT.	1,130.50 FT.
STORM DRAINAGE EASEMENT	770.50 FT.	832.50 FT.
TEMP. STORM DRAINAGE EASEMENT	608.50 FT.	882.50 FT.
STORM DRAINAGE EASEMENT	164.50 FT.	550.50 FT.
SANITARY SEWER EASEMENT	1847.50 FT.	243.50 FT.
AREA OF SANITARY EASEMENT	215.50 FT.	18.50 FT.
STORM DRAINAGE EASEMENT	1831.50 FT.	243.50 FT.
GRADING AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT	2,350.50 FT.	3,300.50 FT.



FAIRFAX COUNTY, VIRGINIA
 DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES
 12000 GOVERNMENT CENTER PARKWAY, FAIRFAX, VIRGINIA

**DEDICATION TO FAIRFAX COUNTY
 FOR TRANSPORTATION PURPOSES,
 STORM DRAINAGE EASEMENT,
 SANITARY SEWER EASEMENT AND A
 GRADING AGREEMENT AND TEMPORARY
 CONSTRUCTION EASEMENT AND
 VACATION OF A TEMPORARY STORM DRAINAGE
 EASEMENT**

THROUGH THE PROPERTIES OF
SPRINGFIELD PLAZA, LLC
 DEED BOOK 13794, PAGE 912
 LEE DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 SCALE: 1"=20' DATE: OCTOBER 31, 2017

PLAT PREPARED BY:

Gordon
 4501 Duly Drive
 Chantilly, VA 20151
 Phone: 703-263-1900
 www.gordonus.com

REV. DECEMBER 11, 2017
 REV. JULY 26, 2018
 REV. SEPTEMBER 17, 2018

PROGRAMMING AND PLANNING
 CIVIL ENGINEERING
 SURVEYING
 SURVEYING CONSULTING

LEGEND

□ DENOTES EX. 15' TEMP. STORM DRAINAGE
 EASEMENT D.B. 1844, PG. 433
 HEREBY VACATED

COMMONWEALTH OF VIRGINIA
 JAMES B. HANCOCK
 12-16-2019
 (L&S) SURVEY

GRAPHICAL SCALE: 1" = 20'

20 10 0 20 40 60

REVISED

Board Agenda Item
March 19, 2019

4:00 p.m.

Public Hearing on Proposed Amendment to Update Appendix Q (Land Development Services Fee Schedule) of *The Code of the County of Fairfax, Virginia* (Code) Regarding ePlans and Other Updates

ISSUE:

Public Hearing to consider adoption of proposed amendment to Appendix Q of the Code regarding ePlans and other updates. The proposed amendment updates the fee structure, enabling Land Development Services (LDS) to review certain plans electronically, and proposes a technology and digitization fee, with other minor fee revisions.

PLANNING COMMISSION RECOMMENDATION:

On March 14, 2019, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to recommend to the Board of Supervisors the following:

- Adoption of the proposed amendments, as set forth in the Staff Report dated January 22, 2019; and
- That the proposed amendments become effective at 12:01 a.m. on March 20, 2019, except for the new technology surcharge, which shall become effective on July 1, 2019.

RECOMMENDATION:

The County Executive recommends that the Board adopt the Planning Commission recommendation.

TIMING:

Board action is requested on March 19, 2019. On January 22, 2019, the Board authorized the advertising of public hearings. The February 20, 2019 Planning Commission meeting was cancelled due to inclement weather. This application was rescheduled to March 14, 2019. If adopted, the proposed amendment will become effective on March 20, 2019.

BACKGROUND:

LDS is beginning a new paperless plan (ePlan) review process, which will allow designated plan types to be submitted and reviewed electronically. The initial plan types designated for paperless submission are Site Plans (SPs), Site Plan Revisions

REVISED

Board Agenda Item
March 19, 2019

(SPVs), Minor Site Plans (MSPs), Minor Site Plan Revisions (MSPVs), Commercial Tenant Alteration Building Plans and New Commercial Building Plans.

Over time, all plan reviews will be electronic, which will require different workflows and plan review cycles, ultimately allowing for a more economical, modern and environmentally-conscious plan review process. The fee structure for building plan reviews already supports this transition to ePlan reviews; however, LDS needs to update the fee structure for site-related plans to enable ePlan reviews. LDS proposes other fee revisions as described below.

PROPOSED AMENDMENT:

The proposed amendment updates the LDS fee structure for site-related plans and proposes a new technology fee and a digitization fee related to ePlans and other minor fee revisions. The proposed revisions are as follows:

Updates to the LDS fee structure for site-related plans:

1. The current fee structure for site-related plans is based upon a series of plan submissions and updates being submitted as plan "inserts." With paper plans, customers pay a fee for each plan submission (i.e., 1st submission, 2nd submission, 3rd submission and beyond) and \$108 per inserted sheet when a full resubmission is not needed. However, for version control, ePlans systems do not allow for insertion of individual sheets, and whole plan sets must be submitted. To account for this, LDS will adjust fees for each plan submission or for any insert sheets. These fees will be replaced by fees for review cycles, beginning with the Initial Review Cycle Fee. LDS will continue to charge fees in addition to cycle fees, such as those charged for each disturbed acre and each linear foot of public improvement. Assuming the 1st submission requires additional reviews and updates (as is the case with 94% of site plans), then a fee will be charged for the Second Review Cycle (now 55% of the fees assessed at the initial plan submission). All plan comments and issues will then be finalized in the Signature Set Review Cycle, which will require no additional fee. If issues and errors persist beyond the Signature Set Review Cycle, then LDS will assess a new fee for every additional review cycle needed to correct major applicant errors and omissions or major applicant changes. An overview of the proposed site plan fee changes is included as Attachment 1 to the Staff Report.

New technology and digitization fees related to ePlans, new landscape deferral application fee and other minor fee revisions:

1. LDS proposes a 4% technology surcharge on all land development applications. This revenue will be deposited into a dedicated project in the Information Technology Fund for the specific purpose of funding future technology

Board Agenda Item
March 19, 2019

improvements for customer access to the County's land development information systems. LDS benchmarked this fee with neighboring jurisdictions, who charge technology fees averaging 8%. When first implemented, the fee will be applied to all LDS and Fire Marshal fees, but there is potential to expand to other land development permit and inspection fees (i.e., zoning). An estimated \$1.8 million is expected to be generated annually by this fee initially. The funds will be directed to a dedicated project in the Information Technology Fund and used to support and/or replace land development technology.

2. LDS proposes charging a digitization fee when customers submit paper plans for plan types in the ePlans system. If a customer chooses to submit a paper plan, LDS will charge the new digitization fee (\$0.75 per square foot of paper) to scan and electronically index each plan into the ePlans system. This fee will be assessed on every sheet each time plans (or parts thereof that may be amended) must be resubmitted. No other fees related to inserts or page uploads will be charged. This fee offsets staff time to scan and index each sheet. An estimated \$0.1 million is expected to be generated annually by this fee.
3. LDS proposes a new fee for processing landscape deferral applications as shown in Attachment A. This fee offsets staff time to process the landscape deferral and encourages customers to submit complete deferral applications to avoid multiple fees. An estimated \$6,000 is expected to be generated annually by this fee.
4. LDS proposes editorial changes to Appendix Q to adjust some inspection fees.

Attachment A (the Staff Report) includes the proposed fee changes to Appendix Q.

REGULATORY IMPACT:

The proposed amendment updates Appendix Q of the Code to restructure the site-related fees, enabling LDS to review certain plans electronically. The initial plan types designated for paperless submission are SPs, SPVs, MSPs, MSPVs, Commercial Tenant Alteration Building Plans and New Commercial Building Plans. The building plan fee structure already supports this transition, but the site-related plans fees need restructuring. Overall, the proposed restructuring encourages site-related plan approval in two review cycles with no insert fees as follows:

- Initial Review Cycle – Adjusted Base Fee – Fee varies per plan type
- Second Review Cycle – Now 55% of the Fees Assessed at the Initial Submission of Plan
- Third Review Cycle – Signature Set of Plans – \$0
- Additional Review Cycles if Needed – Flat Fee

REVISED

Board Agenda Item
March 19, 2019

In addition, this amendment proposes a new fee for landscape deferral applications, a new digitization fee charged when paper plans are submitted for an LDS-specified electronic plan submission and a technology surcharge for all LDS and Fire Marshal transactions. The amendment also makes minor changes in Appendix Q.

This amendment will allow for the eventual transition to ePlans for all plans submitted to LDS. The ePlans system promotes better communication and collaboration among stakeholders, offering real-time status updates and increased transparency. Using ePlans ends the time-consuming and costly practice of printing and distributing heavy plans to multiple reviewing agencies — distribution happens simultaneously in the cloud. It will save review time, because multiple agencies can review plans simultaneously. Customers will have 24/7 access to the ePlans review process. Finally, use of ePlans will eliminate the need for scanning final plans for long-term records retention.

FISCAL IMPACT:

The shift towards ePlans supports the overall plan submission and approval process, keeping focus on a reasonable and predictable time to market. As such, the fees associated with some submissions and inserts are being eliminated and replaced with fees based on review cycles, with every effort being made to ensure that there will be no additional financial impact on customers and no negative revenue impact on the county.

The site-related plan fee changes present no fiscal impact to the county as fees have been calculated to ensure that the changes are revenue-neutral. The proposed amendments will not require any additional staff to implement. Staff processing time will generally be reduced. Extensive analysis has been performed to ensure that the overall financial impact on customers submitting plans is negligible. LDS will monitor the ePlans fees each year to ensure neutral revenue.

In terms of the new fees, additional annual revenue of \$1.9 million is projected and summarized below:

Fee	Amount	Use
Digitization Fee	\$100,000	General Fund
Technology Surcharge	\$1,800,000	Information Technology Fund
Landscape Application Fee	\$6,000	General Fund
TOTAL	\$1,906,000	

The digitization fee has been calculated to cover the staff and technology costs associated with scanning, uploading and indexing paper plans for entry into the

REVISED

Board Agenda Item
March 19, 2019

electronic plan review system. Approximately \$100,000 is projected to be generated annually by this fee.

The technology surcharge of 4% is projected to generate approximately \$1.8 million annually, which will be directed to a dedicated project in the Information Technology Fund. This fund will be accessed only to fund future improvements to the land development customer-facing technology.

The landscape application fee will have a minimal financial impact on the county and will generally cover the costs associated with staff processing, reviewing and approving these applications. Approximately \$6,000 is projected to be generated annually by this fee. The minor editorial fee changes will have minimal financial impact on customers and the county.

Upon Board approval, staff will work with the Department of Management and Budget to make the appropriate budgetary adjustments.

ENCLOSED DOCUMENTS:

Attachment A – Staff Report dated January 22, 2019

Attachment B – Planning Commission Verbatim Excerpt available online at:

[https://www.fairfaxcounty.gov/planningcommission/sites/planningcommission/files/assets/documents/pdf/2019 verbatims/verbatim31419codeamendmentupdateappendixq.pdf](https://www.fairfaxcounty.gov/planningcommission/sites/planningcommission/files/assets/documents/pdf/2019%20verbatim/verbatim31419codeamendmentupdateappendixq.pdf)

STAFF:

Rachel Flynn, Deputy County Executive

William D. Hicks, P.E., Director, LDS

Eleanor K. Coddington, Director, Code Development and Compliance Division, LDS

Michael R. Peter, Finance Director, LDS

John S. Butler, Fire Chief, Fire and Rescue Department

ASSIGNED COUNSEL:

Marc Gori, Assistant County Attorney, OCA

LAND DEVELOPMENT SERVICES
January 22, 2019

STAFF REPORT

PREPARED BY CODE DEVELOPMENT AND COMPLIANCE

- ☒ PROPOSED COUNTY CODE AMENDMENT
- ☐ PROPOSED PFM AMENDMENT
- ☐ PROPOSED ZONING ORDINANCE AMENDMENT
- ☐ APPEAL OF DECISION
- ☐ WAIVER REQUEST

Proposed Amendment to Update Appendix Q (Land Development Services Fee Schedule) of *The Code of the County of Fairfax, Virginia* Regarding ePlans and Other Updates

PUBLIC HEARING DATES

Authorization to Advertise:	<u>January, 22, 2019</u>
Planning Commission Hearing:	<u>February, 20, 2019 at 7:30 p.m.</u>
Board of Supervisors Hearing:	<u>March, 19, 2019 at 4:00 p.m.</u>

Prepared By:	Thakur Dhakal, Engineer IV Site Code Research and Development (703) 324-2992
	Michael Peter, Finance Director Financial Management Branch (703) 324-1848

STAFF REPORT

STAFF RECOMMENDATION

Staff recommends that the Board of Supervisors (Board) adopt the proposed amendment to Appendix Q (Land Development Fee Schedule) of the *Code of the County of Fairfax, Virginia* (Code) regarding ePlans and other updates.

DISCUSSION

Land Development Services (LDS) is beginning a new paperless plan (ePlan) review process, which will allow designated plan types to be submitted and reviewed electronically. The initial plan types designated for paperless submission are Site Plans (SPs), Site Plan Revisions (SPVs), Minor Site Plans (MSPs), Minor Site Plan Revisions (MSPVs), Commercial Tenant Alteration Building Plans and New Commercial Building Plans.

Over time, all plan reviews will be electronic, which will require different workflows and plan review cycles, ultimately allowing for a more economical, modern, and environmentally-conscious plan review process. The fee structure for building plan reviews already supports this transition to ePlan reviews, however, LDS needs to update the fee structure for site-related plans to enable ePlan reviews. LDS proposes other fee revisions as described below.

Updates to the LDS fee structure for site-related plans:

- The current fee structure for site-related plans is based upon a series of plan submissions and updates being submitted as plan “inserts.” With paper plans, customers pay a fee for each plan submission (i.e., 1st submission, 2nd submission, 3rd submission, and beyond) and \$108 per inserted sheet when a full resubmission is not needed. However, for version control, ePlans systems do not allow for insertion of individual sheets, and whole plan sets must be submitted. To account for this, LDS will adjust fees for each plan submission or for any insert sheets. These fees will be replaced by fees for review cycles, beginning with the Initial Review Cycle Fee. LDS will continue to charge fees in addition to cycle fees, such as those charged for each disturbed acre and each linear foot of public improvement. Assuming the 1st submission requires additional reviews and updates (as is the case with 94% of site plans), then a fee will be charged for the Second Review Cycle (now 55% of the fees assessed at the initial plan submission). All plan comments and issues will then be finalized in the Signature Set Review Cycle, which will require no additional fee. If issues and errors persist beyond Signature Set Review Cycle, then LDS will assess a new fee for every additional review cycle needed to correct major applicant errors and omissions or major applicant changes. An overview of the proposed site plan fee changes is included as Attachment 1.

New technology and digitization fees related to ePlans, new landscape deferral application fee and other minor fee revisions:

- LDS proposes a 4% technology surcharge on all land development applications. This revenue will be deposited into a dedicated project in the Information Technology Fund for the specific purpose of funding future technology improvements for customer access to the County's land development information systems. LDS benchmarked this fee with neighboring jurisdictions, who charge technology fees averaging 8%. When first implemented, the fee will be applied to all LDS and Fire Marshal fees, but there is potential to expand to other land development permit and inspection fees (i.e., zoning). An estimated \$1.8 million is expected to be generated annually by this fee initially. The funds will be directed to a dedicated project in the Information Technology Fund and used to support and/or replace land development technology.
- LDS proposes charging a digitization fee when customers submit paper plans for plan types in the ePlans system. If a customer chooses to submit a paper plan, LDS will charge the new digitization fee (\$0.75 per square foot of paper) to scan and electronically index each plan into the ePlans system. This fee will be assessed on every sheet each time plans (or parts thereof that may be amended) must be resubmitted. No other fees related to inserts or page uploads will be charged. This fee offsets staff time to scan and index each sheet. An estimated \$0.1 million is expected to be generated annually by this fee.
- LDS proposes a new fee for processing landscape deferral applications. This fee offsets staff time to process the landscape deferral and encourages customers to submit complete deferral applications to avoid multiple fees. An estimated \$6,000 is expected to be generated annually by this fee.
- LDS proposes editorial changes to Appendix Q to adjust some inspection fees.

Attachment 2 includes the proposed fee changes to Appendix Q.

REGULATORY IMPACT

The proposed amendment updates Appendix Q of the Code to restructure the site-related fees, enabling LDS to review certain plans electronically. The initial plan types designated for paperless submission are SPs, SPVs, MSPs, MSPVs, Commercial Tenant Alteration Building Plans and New Commercial Building Plans. The building plan fee structure already supports this transition, but the site-related plans fees need restructuring. Overall, the proposed restructuring encourages site-related plan approval in two review cycles with no insert fees as follows:

- Initial Review Cycle – Adjusted Base Fee – Fee varies per plan type
- Second Review Cycle – Now 55% of the Fees Assessed at the Initial Submission of Plan
- Third Review Cycle – Signature Set of Plans – \$0
- Additional Review Cycles if Needed – Flat Fee

In addition, this amendment proposes a new fee for landscape deferral applications, a new digitization fee charged when paper plans are submitted for an LDS-specified electronic plan submission and a technology surcharge for all LDS and Fire Marshal transactions. The amendment also makes minor changes in Appendix Q.

This amendment will allow for the eventual transition to ePlans for all plans submitted to LDS. The ePlans system promotes better communication and collaboration among stakeholders, offering real-time status updates and increased transparency. Using ePlans ends the time-consuming and costly practice of printing and distributing heavy plans to multiple reviewing agencies—distribution happens instantaneously in the cloud. It will save time, because multiple agencies can review plans simultaneously. Customers will have 24/7 access to the ePlans review process. Finally, use of ePlans eliminates the need for scanning final plans for long-term records retention.

FISCAL IMPACT

The shift towards ePlans supports the overall plan submission and approval process, keeping focus on a reasonable and predictable time to market. As such, the fees associated with some submissions and inserts are being eliminated and replaced with fees based on review cycles, with every effort being made to ensure that there will be no additional financial impact on customers and no negative revenue impact on the County.

The site-related plan fee changes present no fiscal impact to the county as fees have been calculated to ensure that the changes are revenue-neutral. The proposed amendments will not require any additional staff to implement. Staff processing time will generally be reduced. Extensive analysis has been performed to ensure that the overall financial impact on customers submitting plans is negligible. LDS will monitor the ePlans fees each year to ensure neutral revenue.

In terms of the new fees, additional annual revenue of \$1.9 million is projected and summarized below:

Fee	Amount	Use
Digitization Fee	\$100,000	General Fund
Technology Surcharge	\$1,800,000	Information Technology Fund
Landscape Application Fee	\$6,000	General Fund
TOTAL	\$1,906,000	

The digitization fee has been calculated to cover the staff and technology costs associated with scanning, uploading and indexing paper plans for entry into the electronic plan review system. Approximately \$100,000 is projected to be generated annually by this fee.

The technology surcharge of 4% is projected to generate approximately \$1.8 million annually, which will be directed to a dedicated project in the Information Technology Fund. This fund will be accessed only to fund future improvements to the land development customer-facing technology.

The landscape application fee will have a minimal financial impact on the County and will generally cover the costs associated with staff processing, reviewing and approving these applications. Approximately \$6,000 is projected to be generated annually by this fee. The minor editorial fee changes will have minimal financial impact on customers and the County.

Upon Board approval, staff will work with the Department of Management and Budget to make the appropriate budgetary adjustments.

ATTACHED DOCUMENTS

Attachment 1 – Overview of the Proposed Site Plan Fee Changes

Attachment 2 – Amendment to Appendix Q (Land Development Services Fee Schedule)

LAND DEVELOPMENT SERVICES
ePlan Recommendation for Fees
Site Plans and Minor Site Plans

		Proposed Fee Changes		
Site Plan Type	Current Fees	Proposed Fees (ePlan and Paper)	Proposed Change	% Difference for Base Fee

Site Plans				
1st Submission	\$ 8,755	\$9,806	\$1,050	12%
Inserts	\$ 108	\$0	(\$108)	
Revisions	\$ 1,270	\$1,346	\$76	6%
2nd Submission	50% of First	55% of First	Average \$1,434/17%	
3rd Submission	\$ 5,604	\$0	(\$5,604)	
4th Submission & Beyond	\$ 5,604	\$6,000	\$396	7%
Minor Site Plans				
First Submission	\$ 3,422	\$3,901	\$479	14%
Inserts	\$ 108	\$0	(\$108)	
Revisions	\$ 678	\$719	\$41	6%
2nd Submission	\$ 3,422	55% of First	(\$1,276)	-37%
3rd Submission	\$ 3,422	\$0	(\$3,422)	
4th Submission & Beyond	\$ 3,422	\$3,750	\$328	10%
Subdivision Plans				
First Submission	\$ 5,796	\$6,955	\$1,159	20%
Inserts	\$ 108	\$0	(\$108)	
Revisions	\$ 1,270	\$1,346	\$76	6%
2nd Submission	50% of First	55% of First	Average \$1,357/19%	
3rd Submission	\$ 5,604	\$0	(\$5,604)	
4th Submission & Beyond	\$ 5,604	\$6,000	\$396	7%
Grading Plans (Non-Bonded) - 1st Lot INF				
First Submission	\$ 1,685	\$1,921	\$236	14%
Inserts	\$ 108	\$0	(\$108)	
Revisions	\$ 678	\$712	\$34	5%
2nd Submission	\$ 678	55% of First	\$379	56%
3rd Submission	\$ 678	\$0	(\$678)	
4th Submission & Beyond	\$ 678	\$700	\$22	3%

Attachment 1 - Overview of Proposed Site Plan Fee Changes

		Proposed Fee Changes		
Site Plan Type	Current Fees	Proposed Fees (ePlan and Paper)	Proposed Change	% Difference for Base Fee
Rough Grading Plans - Per Division or Disturbed Acre				
First Submission	\$ 792	\$903	\$111	14%
Inserts	\$ 108	\$0	(\$108)	
Revisions	25% of First	\$500	\$0	
2nd Submission	25% of First	55% of First	\$299	151%
3rd Submission	25% of First	\$0	(\$1,087)	
4th Submission & Beyond	25% of First	\$900	\$0	
PI Plans				
First Submission	\$ 4,223	\$3,843	(\$380)	-9%
Inserts	\$ 108	\$0	(\$108)	
Revisions	\$ 1,270	\$1,346	\$76	6%
2nd Submission	\$ -	55% of First	Average \$2,310	
3rd Submission	50% of First	\$0	Average (\$4,067)	
4th Submission & Beyond		\$2,500	\$2,500	

**Proposed Amendment to
Appendix Q (Land Development Services Fee Schedule) of
*The Code of the County of Fairfax, Virginia***

Amend the Table of Contents, where insertions are underlined, to read as follows:

<i>This fee schedule establishes the fees charged, by Land Development Services and the Fire Marshal, for building and site development activities pursuant to the authority granted by §§ 15.2-2241(A)(9), 15.2-2286(A)(6), 62.1-44.15:54(J), 36-98.3, 36-105, 62.1-44.15:28(A) and 62.1-44.15:29 of the Code of Virginia and Chapters 2 (Property Under County Control), 61 (Building Provisions), 64 (Mechanical Provisions), 65 (Plumbing and Gas Provisions), 66 (Electrical Provisions), 101 (Subdivision Ordinance), 104 (Erosion and Sediment Control Ordinance), 112 (Zoning Ordinance), and 124 (Stormwater Management Ordinance) of the Code of the County of Fairfax, Virginia (the Code). (34-17-Q)</i>		
TABLE OF CONTENTS		
I. Building Development Fees	Page	
A. Standard Fees	2	
B. Building Permit and Other Fees	3	
C. Mechanical Permit Fees	5	
D. Electrical Permit Fees	8	
E. Plumbing Permit Fees	12	
F. Household Appliance Permit Fees	12	
G. Vertical Transportation Permit Fees	12	
H. Fire Prevention Division (Fire Marshal) Fees	14	
I. Amusement Device Permit Fee	15	
J. Building and Fire Prevention Code Modifications and Local Board of Building Code Appeals Fees	15	
II. Site Development Fees		
A. Plan and Document Review Fees	15	
B. Bonding and Agreement Fees	20	
C. Site Inspection Fees	20	

D. Fire Prevention Division (Fire Marshal) Fees	22	
E. Site Permit Fees	22	
F. Waiver, Exception, Modification and Exemption Fees	23	
G. Permits for Discharges of Stormwater from Construction Activity Fees	27	
<u>III. Miscellaneous Fees</u>	<u>29</u>	

Amend Part II (Site Development Fees), Section A (Plan and Document Review Fees), Subsection B (Subdivision Plans, Site Plans, and Site Plans for Public Improvements Only), Paragraphs 1- 5, where insertions are underlined and deletions are struck, to read as follows:

<i>(B) Subdivision Plans, Site Plans, and Site Plans for Public Improvements Only:</i>		
<i>The following schedule shall be used to tabulate the fees for review of subdivision and site plans, and site plans for public improvements only.</i>		
1. Base Fee:		
● Subdivision Plans		
■ 1st submission <u>Review Cycle</u>		\$5,796.00 <u>\$6,955.00</u>
● Site Plans		
■ 1st submission <u>Review Cycle</u>		\$8,755.20 <u>\$9,806.00</u>
● <u>Site Plans and Subdivision Plans</u>	<u>Additional fee per disturbed acre or any fraction thereof</u>	<u>\$1,061.00</u>
● <u>The maximum base fee (as part of the initial review cycle) is as follows:</u>		
■ <u>For Subdivision Plans</u>		<u>\$17,862.00</u>
■ <u>For Site Plans</u>		<u>\$59,526.00</u>
● Site p Plans for public improvements only including sanitary sewer, trail, sidewalk, storm sewer, channel improvements, waterline, and/or road construction pursuant to Chapter 2 of the Code.		
■ 1st submission <u>Review Cycle</u>		\$4,222.80 <u>\$3,843.00</u>

2. Fees in addition to base fees (Due only with First Review Cycle):		
Site Plan and Subdivision Plan	Additional fee per disturbed acre or any fraction thereof	1,060.80
Site Plans for the following public improvements only including sanitary sewer, trail, sidewalk, storm sewer, channel improvements, waterline, and/or road construction pursuant to Chapter 2 of the Code.	Additional fee per linear foot or fraction thereof, of each improvement	\$1.45
<ul style="list-style-type: none"> • Additional plan review, as a result of an approved zoning action associated with the proposed construction to include the following, <ul style="list-style-type: none"> ■ Sites subject to rezoning ■ Sites subject to special exception ■ Sites subject to special permit ■ Sites subject to variance • Review resulting from site conditions and proposed improvements <ul style="list-style-type: none"> ■ SWM/BMP facility, for each facility serving the site (on or off-site), except as noted, <ul style="list-style-type: none"> ◆ Constructed Wetland or Ponds ◆ Bioretention Basin or Filter, Infiltration Facility, Filtering Practice¹, Innovative BMP², or Detention-Only Facility³ ◆ Dry Swale, Wet Swale, or Grass Channel (per linear foot), <ul style="list-style-type: none"> with a minimum of ◆ Rainwater Harvesting System, per square foot of collection area, <ul style="list-style-type: none"> with a minimum of ◆ Permeable Pavement, Vegetated Roof, per square foot of surface <ul style="list-style-type: none"> with a minimum of ◆ Manufactured BMP⁴, Micro- or Urban Bioretention⁵ ◆ Rooftop Disconnection, for each building served 	with a maximum cumulative fee of	\$4,158.00
■ Sites subject to rezoning		\$2,442.00
■ Sites subject to special exception		\$1,713.60
■ Sites subject to special permit		\$1,713.60
■ Sites subject to variance		\$1,269.60
• Review resulting from site conditions and proposed improvements		
■ SWM/BMP facility, for each facility serving the site (on or off-site), except as noted,		with a maximum cumulative fee of
◆ Constructed Wetland or Ponds		\$7,500.00
◆ Bioretention Basin or Filter, Infiltration Facility, Filtering Practice ¹ , Innovative BMP ² , or Detention-Only Facility ³		\$3,200.00
◆ Dry Swale, Wet Swale, or Grass Channel (per linear foot),		\$1,900.00
with a minimum of		\$5.00
◆ Rainwater Harvesting System, per square foot of collection area,		\$1,500.00
with a minimum of		\$0.12
◆ Permeable Pavement, Vegetated Roof, per square foot of surface		\$1,900.00
with a minimum of		\$0.12
◆ Manufactured BMP ⁴ , Micro- or Urban Bioretention ⁵		\$1,500.00
◆ Rooftop Disconnection, for each building served		\$1,200.00
		\$500.00

◆ Sheet Flow to Vegetated Filter Strip or Conserved Open Space, Soil Amendments, Reforestation, flat fee per plan	\$500.00
■ Floodplain area (existing and proposed)	\$856.80
■ Natural drainage way (non-floodplain watersheds)	\$856.80
■ Problem soils (area with soil types A or B, per the official map adopted by the Board or as deemed by the Director)	\$1,269.60
Footnotes; 1. Filtering practices include facilities such as sand filters. 2. BMPs not on the Virginia Stormwater BMP Clearinghouse approved list or listed with a Pilot Use Designation or Conditional Use Designation. 3. Vaults or other underground storage systems providing detention only. No ponds. 4. Includes proprietary devices. 5. Includes residential rain gardens, urban stormwater planters, expanded tree pits, and stormwater curb extensions.	
3. Resubmissions <u>Additional Review Cycles:</u>	
● 2nd submission <u>Review Cycle Fee: fee tabulated at as a percentage of all fees due at initial submission the first submission (Base Fee + all other associated fees assessed in accordance with (B1) and (B2) above).</u>	Percentage of the Original all Fees <u>50.00%</u> <u>55.00%</u>
■ Plus, additional fees charged in accordance (B1) and (B2) above for changes in the amount of disturbed area, zoning action, site conditions, and/or proposed improvements from that indicated on the first submission <u>review cycle.</u>	Tabulated Fee
● The maximum combined first and second submission base fees:	
■ For subdivision plans	\$15,907.20
■ For site plans	\$56,772.00
● <u>Signature Set Review Cycle (formerly 3rd Submission): Site Plans, Subdivision Plans, and Site Plans with public improvements only</u>	<u>\$0.00</u>
● Resubmission site and subdivision plan after 2nd submission, per submission <u>Additional review cycles if Signature Set Review Cycle is not</u>	\$5,604.00 <u>\$6,000.00</u>

<u>approved; per review cycle</u> (does not apply to site plans with public improvements only)		
● 2nd submission fee for site plans with public improvements only, per submission		\$0.00
● <u>Resubmissions after 2nd submission Additional review cycles for site plans with public improvements only, if Signature Set Review Cycle is not approved; per review cycle, per submission: fee tabulated at a percentage of the first submission fee in accordance with (B1) and (B2) above.</u>	Percentage of the Original Fee	50.00% <u>\$2,500.00</u>
4. Revisions:		
● Fee, per submission		\$1,269.60 <u>\$1,346.00</u>
■ Plus, additional fees charged in accordance with (B1) and (B2) above for changes in the disturbed area, zoning action, site conditions, and/or proposed improvements from that indicated on the original <u>approved</u> plan.	Tabulated Fee	
5. Plan extensions (redate), per request		\$1,713.60

Amend Part II (Site Development Fees), Section A (Plan and Document Review Fees), Subsection C (Minor Site Plans and Grading Plans), Paragraphs 1- 5, where insertions are underlined and deletions are struck, to read as follows:

<i>(C) Minor Site Plans and Grading Plans:</i>		
1. Minor Site Plans, per submission		<u>\$3,422.40</u>
● <u>1st Review Cycle</u>		<u>\$3,901.00</u>
● <u>2nd Review Cycle</u>	Percentage of the 1 st Review Cycle Fee	<u>55.00%</u>
● <u>Signature Set Review Cycle (Formerly 3rd Submission)</u>		<u>\$0.00</u>
● <u>Additional review cycles if Signature Set Review Cycle is not approved; per review cycle</u>		<u>\$3,750.00</u>
● <u>Revisions; per submission</u>		<u>\$719.00</u>

2. Grading plans for building permits on existing lots within a subdivision currently bonded with the County:		
● 1 st submission, first lot		\$1,269.60
■ Each additional lot within the same subdivision submitted within the same plan set		\$1,054.80
● Resubmissions and revisions, first lot		\$432.00
■ Each additional lot within the same subdivision submitted within the same plan set		\$222.00
3. Grading plans for building permits on existing lots that are not within a subdivision currently bonded with the County and parcels with lots of 5 acres or more, <u>per infill lot</u> :		
● 1 st submission, per infill lot <u>Review Cycle</u>		\$1,685.00 <u>\$1,921.00</u>
● <u>2nd Review Cycle</u>	<u>Percentage of the 1st Review Cycle Fee</u>	<u>55.00%</u>
● <u>Signature Set Review Cycle (Formerly 3rd Submission)</u>		<u>\$0.00</u>
● <u>Additional review cycles if Signature Set Review Cycle is not approved; per review cycle</u>		<u>\$700.00</u>
● Resubmissions and r <u>Revisions, per submission-infill lot</u>		\$678.00 <u>\$712.00</u>
4. Rough grading plan (RGP) and filling parcels:		
● 1 st submission <u>Review Cycle</u> , per division of land or disturbed acre, or fraction thereof, whichever amount is greater		\$792.00 <u>\$903.00</u>
	Not to Exceed	<u>\$14,622.00</u> <u>\$16,671.00</u>
● <u>2nd Review Cycle</u>	<u>Percentage of the 1st Review Cycle Fee</u>	<u>55.00%</u>
● <u>Signature Set Review Cycle (Formerly 3rd Submission)</u>		<u>\$0.00</u>
● <u>Additional review cycles if Signature Set Review Cycle is not approved; per review cycle</u>		<u>\$900.00</u>

● Resubmissions and r Revisions, per submission	Percentage of the Original Fee	25.00% <u>\$500.00</u>
5. Conservation plan without a grading plan, per submission		\$1,208.40

Amend Part II (Site Development Fees), Section A (Plan and Document Review Fees), Subsection E (Miscellaneous Fees), where insertions are underlined and deletions are struck, to read as follows:

<i>(E) Miscellaneous fees:</i>	
● Sheet substitution (insert): fee paid prior to plan approval of any insert sheet to a study, report, plan or waiver.	\$108.00
● Lot Validation Application	\$444.00
● <u>Landscape Deferral Application</u>	<u>\$108.00</u>

Amend Part II (Site Development Fees), Section C (Site Inspection Fees), Subsection B (Fees in Addition to the Base Fee), Paragraph 1 (Public Utility Fees), where insertions are underlined and deletions are struck, to read as follows:

<i>(B) Fees in Addition to the Base Fee:</i>	
<i>1. Public Utility Fees:</i>	
● Storm drainage	
■ Base fee for the first 100 linear feet	\$1,862.40
■ For each additional linear foot or fraction thereof	\$4.02
● Stormwater management ponds	
■ Embankment less than or equal to 6 feet high	\$1,856.40
■ Embankment greater than 6 feet high	\$3,699.60
● Dedicated streets	
■ For the first 556 <u>350</u> square yards	\$2,601.60
■ For each additional square yard or fraction thereof	\$1.94 <u>\$3.04</u>
● Private streets	
■ For the first 556 <u>350</u> square yards	\$2,110.80
■ For each additional square yard or fraction thereof	\$1.57 <u>\$2.46</u>

● Other paved area, per square yard or fraction thereof	\$1.92
■ Driveway entrances, for each entrance	\$194.40
■ Pedestrian walkways/trails	
◆ For the first 56 <u>50</u> square yards	\$446.40
◆ For each additional square yard or fraction thereof	\$4.00
● Sanitary sewer systems	
■ Base fee for the first 100 linear feet of main	\$2,594.40
■ For each additional linear foot or fraction thereof	\$8.40

Add Part III (Miscellaneous Fees), to read as follows:

<u>III. MISCELLANEOUS FEES</u>		
<p><u>The following fees must be paid to the County incidental to the Building and Site Development Fees identified in Parts I and II above. Fees must be paid in conjunction with the submission of the related plan, permit or application for processing.</u></p>		
● Digitization Fee per square foot of paper plan for each paper submission for an ePlan designated plan type		<u>\$0.75</u>
● Technology Surcharge	<u>Percentage of each transaction</u>	<u>4.00%</u>
● Sheet substitution (insert): fee paid before plan approval of any insert sheet to a study, report, plan, or waiver.		<u>\$108.00</u>

Board Agenda Item
March 19, 2019

4:00 p.m.

Public Hearing on a Proposed Amendment to the Code of the County of Fairfax, Virginia (County Code) Re: Repeal of Chapter 71 (Expedited Building Plan Review)

ISSUE:

Public Hearing to consider adoption of a proposed amendment to repeal Chapter 71 (Expedited Building Plan Review) in its entirety. The statutory authority for Chapter 71 (Expedited Building Plan Review), § 36-105.2 of the Code of Virginia (State Code), expired in 2002. Chapter 71 (Expedited Building Plan Review) is outdated and not needed. No changes to the County's Expedited Building Plan Review Program, which currently operates under the authority provided in the Virginia Uniform Statewide Building Code (VA USBC), are proposed with this amendment.

RECOMMENDATION:

The County Executive recommends that the Board adopt the proposed amendment to repeal Chapter 71 (Expedited Building Plan Review) as set forth in Attachment A.

TIMING:

Board action is requested on March 19, 2019. On February 19, 2019, the Board authorized advertisement of a public hearing. If adopted, the proposed amendment will become effective on March 20, 2019, at 12:01 a.m.

BACKGROUND:

Chapter 71 (Expedited Building Plan Review) was adopted by the Board in 1997, pursuant to the enabling authority in § 36-105.2 of the State Code. At that time, expedited building plan review was only available for Fairfax County under this statute. The enabling authority provided under this section of the State Code expired on July 1, 2002. Also in 2002, provisions for expedited building plan review programs were incorporated into the VA USBC. This allowed expedited building plan review to be used state-wide at the discretion of the local Building Official. The provisions for expedited building plan review programs currently are in § 109.4.1 of the VA USBC. The only impact of the proposed amendment is to eliminate outdated provisions from the County Code.

Board Agenda Item
March 19, 2019

The county's Expedited Building Plan Review Program has operated continuously since 1997. The program offers a method to obtain a building permit in at least half the usual time. The program enables owners, developers, designers and homeowners to hire county-certified, private-sector, registered design professionals to "peer review" construction documents for code compliance prior to submission to the county. Once submitted, permit issuance is accelerated as the peer reviewed plans are given priority status during the building, mechanical, electrical and plumbing plan review process. During FY 2018, plans for 274 permits were approved under the program.

PROPOSED AMENDMENT:

The proposed amendment will repeal Chapter 71 (Expedited Building Plan Review) in its entirety (Attachment 1).

REGULATORY IMPACT:

There is no regulatory impact. No changes to current requirements or programs are proposed.

FISCAL IMPACT:

There is no fiscal impact to the County. The proposed amendment has no impact on staffing or fees.

ENCLOSED DOCUMENTS:

Attachment 1 – Proposed amendment to Chapter 71 (Expedited Building Plan Review)

STAFF:

Rachel Flynn, Deputy County Executive
William D. Hicks, P.E., Director, Land Development Services
Brian F. Foley, Building Official

ASSIGNED COUNSEL:

Paul Emerick, Assistant County Attorney

**PROPOSED AMENDMENT
TO
THE CODE OF THE COUNTY OF FAIRFAX VIRGINIA
REPEALING
CHAPTER 71 (EXPEDITED BUILDING PLAN REVIEW)**

Amend The Code of the County of Fairfax Virginia by repealing Chapter 71 (Expedited Building Plan Review) in its entirety.

CHAPTER 71.

~~Expedited Building Plan Review.~~

~~§ 71-1-1. Purpose of Chapter.~~

~~§ 71-1-2. Definitions.~~

~~§ 71-1-3. Criteria for participation in Expedited Building Plan Review Program.~~

~~§ 71-1-4. Criteria for maintaining peer reviewer designation; revocation of designation.~~

~~§ 71-1-5. Procedure for expedited review.~~

~~§ 71-1-6. Responsibilities and obligations.~~

~~Section 71-1-1. Purpose of Chapter.~~

~~The governing body of Fairfax County, Virginia, acting pursuant to the Virginia Code, § 36-105.2, hereby establishes an optional, separate processing procedure for the review of certain building plans. The procedure is called the Expedited Building Plan Review Program, and its purpose is to expedite the County's review of certain qualified building plans, provided such plans meet the requirements of the Virginia Uniform Statewide Building Code. Each component of a plan (i.e., architectural, structural, mechanical, plumbing, and electrical) shall be reviewed by a County-designated peer reviewer prior to submission of the building plan to Fairfax County Land Development Services. Plans reviewed and recommended for submission by County-designated peer reviewers shall qualify for the separate processing procedure.~~

~~Section 71-1-2. Definitions.~~

~~(1) *BOCA* shall mean the Building Officials and Code Administrators International, Inc.~~

~~(2) *Building Official* shall mean that individual, or his duly appointed representative, appointed by the Director of Land Development Services, charged with the administration and enforcement of the Virginia Uniform Statewide Building Code (VUSBC) and the Code of the County of Fairfax, Building, Electrical, Mechanical, and Plumbing and Gas Provisions.~~

~~(3) *Building plan(s) or plan(s)* shall mean all drawings that together with the specifications describe the proposed building construction in sufficient detail and provide sufficient information to enable the Building Official to determine whether it complies with the VUSBC.~~

(4) ~~County-designated peer reviewer~~ shall mean a peer reviewer so designated by the Building Official who is certified in one or more of the components of a plan, i.e., architectural, structural, mechanical, plumbing, and electrical.

(5) ~~VUSBC~~ shall mean the Virginia Uniform Statewide Building Code.

Section 71-1-3. Criteria for participation in Expedited Building Plan Review Program.

(a) ~~Persons who meet the qualifications set forth in subsection (b) below are eligible to review and recommend for submission to the Building Official building plans for expedited review under this Chapter only upon their designation as peer reviewers by the Building Official.~~

(b) ~~Persons who apply to the Building Official to become peer reviewers must meet the following qualifications:~~

(1) ~~Valid licensure as an architect or professional engineer in the Commonwealth of Virginia pursuant to Code of Virginia, § 54.1-400 et seq.;~~

(2) ~~Plan review certification from Building Officials and Code Administrators International, Inc. (BOCA) for the following specified building plan components which a peer reviewer would be authorized to design under Code of Virginia, Title 54.1, Chapter 4 (§ 54.1-400 et seq.);~~

(A) ~~Architectural and structural plans: BOCA-certified building plans examiner;~~

(B) ~~Mechanical plans: BOCA-certified mechanical plans examiner;~~

(C) ~~Plumbing plans: BOCA-certified plumbing plans examiner;~~

(D) ~~Electrical plans: BOCA-certified electrical plans examiner; and~~

(3) ~~Successful completion of an initial educational program as specified by the Building Official.~~

(c) ~~A person who has prepared design plans for any building plan component shall not serve as a peer reviewer for such component.~~

(d) ~~When designating a person as a peer reviewer, the Building Official shall specify the building plan components which the person is authorized to review and recommend for submission pursuant to this Chapter, and will assign a Peer Reviewer Designation Number to such person.~~

(e) ~~A person who has been designated as a peer reviewer shall review only those components of a building plan which are specified by the Building Official pursuant to subsection (d) above in the peer reviewer designation and which the peer reviewer is authorized to design under Code of Virginia, Title 54.1, Chapter 4 (§ 54.1-400 et seq.).~~

Section 71-1-4. Criteria for maintaining peer reviewer designation; revocation of designation.

(a) ~~In order to maintain peer reviewer designation, persons must continue to meet the qualifications specified in Section 71-1-3(b) above and recommend for submission building plans which consistently meet the requirements of the VUSBC and the County Code.~~

(b) ~~Persons designated as peer reviewers shall successfully complete an annual educational program as specified by the Building Official.~~

(c) ~~Persons designated as peer reviewers shall maintain BOCA certification for those building plan components specified in Section 71-1-3(b)(2) which the peer reviewer desires to be authorized to review and recommend for submission pursuant to this Chapter. Designated peer~~

reviewers shall provide evidence of such certification when registering for the annual education program, and upon request of the Building Official.

(d) Peer reviewer designation may be revoked by the Building Official for failure to comply with the requirements of this Chapter. Any such revocation shall be in writing and shall reference the provision(s) of this Chapter with which the peer reviewer has not complied.

(e) Peer reviewer designation may be reinstated by the Building Official upon a determination that the basis for revocation of peer reviewer designation has been remedied to the satisfaction of the Building Official and upon the further determination that the person meets the qualifications specified in Section 71-1-3(b).

Section 71-1-5. Procedure for expedited review.

(a) Before a property owner or authorized agent may submit building plans to the Building Official for review and approval under the Expedited Building Plan Review Program, such plans shall have first been reviewed and recommended for submission by a County-designated peer reviewer(s), as required by this Chapter. It shall be the responsibility of the property owner or authorized agent to obtain the necessary review and recommendation from County-designated peer reviewers prior to submission of such plans to the Building Official.

(b) Plans reviewed and recommended for submission by County-designated peer reviewers shall be reviewed by the County on a priority basis.

(c) The separate processing program established pursuant to this Chapter shall include periodic detailed review by the Building Official of plans recommended for submission by County-designated peer reviewers.

(d) The Building Official shall maintain a tracking system to monitor the recommendations of the individual County-designated peer reviewers and the consistency with which building plans recommended by them conform to the applicable provisions of the VUSBC and the County Code.

(e) The Peer Reviewer Designation Number signifying Building Official designation as a peer reviewer, the peer reviewer's signature and Virginia Architect's or Engineer's License number shall be included with the statement set forth in subsection (g) below and shall be incorporated into building plans submitted to the Building Official pursuant to this Chapter.

(f) Each component of the building plan must be reviewed and recommended for submission to the Building Official by a designated peer reviewer and must include the statement(s) required by subsection (g) below.

(g) Building plans accepted by the Building Official for review under the Expedited Building Plan Review Program must contain a signed statement or statements from a County-designated peer reviewer(s) recommending submission of the plans for expedited review. Such statement(s) shall be dated and signed, and shall read as follows: "By signing this document I certify that I have reviewed the [insert the applicable component(s) of the plan that have been peer reviewed and recommended for submission i.e., architectural, structural, mechanical, plumbing, and/or electrical] component(s) of the enclosed building plan, identified by Tax Map number [insert tax map number], Use Group [insert Use Group], Type of Construction [insert type of construction], and have found such component(s) of the plan to be in conformance with the applicable provisions of the [insert year of current VUSBC edition] VUSBC and County Codes to the best of my professional knowledge and belief. Accordingly, I recommend the aforementioned components of the enclosed plan for submission under the Expedited Building

129 ~~Plan Review Program. I further certify that I am a designated peer reviewer and that I am~~
130 ~~authorized to review and recommend for submission the building plan component(s) specified in~~
131 ~~the preceding sentence."~~
132

133 ~~**Section 71-1-6. Responsibilities and obligations.**~~
134

135 ~~Nothing contained in this Chapter shall be construed as relieving persons who prepare and~~
136 ~~submit plans of the responsibilities and obligations which they would otherwise have with regard~~
137 ~~to the preparation of plans, nor shall it relieve the County of its obligations to review all plans in~~
138 ~~the manner prescribed by law.~~

4:30 p.m.

Decision Only on the Enlargement of Small and Local Sanitary Districts for
Refuse/Recycling and/or Vacuum Leaf Collection Service (Providence District)

ISSUE:

Board of Supervisors' decision on the Enlargement of Small and Local Sanitary District for refuse/recycling and/or vacuum leaf collection service.

RECOMMENDATION:

The Board of Supervisors held a public hearing at 4:00 p.m. on Tuesday, February 19, 2019, to consider the following change to small and local sanitary districts for refuse/recycling and/or vacuum leaf collection service in accordance with the Board of Supervisor's adopted criteria for the creation of Small or Local Sanitary Districts. The decision was deferred to March 19, 2019, at 4:30 p.m. Community input was incorporated in the revision to the proposed Lockett Ave Area.

<u>Sanitary District</u>	<u>Action</u>	<u>Service</u>	<u>Recommendation</u>
Small District Within Providence District (Lockett Ave Area)	Enlarge	Refuse, Recycling, & Vacuum Leaf	Approve

The required documentation for the proposed enlargement of the Lockett Ave Area has been received. The submitted petitions have been reviewed, and it is recommended that the submitted petition be approved. If approved, the modifications will become permanent on July 1, 2019.

TIMING:

Board of Supervisors' held the required Public Hearing on February 19, 2019, at 4:00 p.m., after closing the Public Hearing the decision was deferred to March 19, 2019, at 4:30 p.m.

BACKGROUND:

The administrative responsibility for the Creation/Enlargement/De-Creation/Re-Creation of Small and Local Sanitary Districts in the County of Fairfax for refuse/recycling and/or leaf collection is with the Department of Public Works and Environmental Services. The

Board Agenda Item
March 19, 2019

establishment of sanitary districts is accomplished through the action of the Board of Supervisors at public hearings. Prior to any action by the Board of Supervisors on a proposed small or local sanitary district, certain relevant standards and criteria must be met in accordance with the Board of Supervisors' adopted criteria for the Creation/Enlargement/De-Creation/Re-Creation of Small and Local Sanitary Districts.

FISCAL IMPACT:
None

ENCLOSED DOCUMENTS:
Attachment 1: Summary Sheet (Luckett Ave Area)
Attachment 2: Data Sheet with Proposed Resolution and Map (Luckett Ave Area)

STAFF:
Randy Bartlett, Director, Department of Public Works and Environmental Services (DPWES)
John Kellas, Deputy Director, Department of Public Works and Environmental Services (DPWES)

SUMMARY SHEET

Proposed alterations to the following small and local sanitary districts for refuse/recycling and/or leaf collection service:

1. Enlarge Small District within Providence District for the purpose of providing County Refuse, Recycling and Vacuum Leaf Collection Service to the Lockett Ave Area.

DATA SHEET
Enlarge
Small District
Within the Providence District

Purpose: To provide County Refuse/Recycling and Vacuum Leaf Collection Service to the Lockett Ave area.

- Petition requesting service received September 19, 2018.
- Petition Area: 43 Properties.
- 33 Property Owners in favor. (77%)
- 7 property owners opposed.
- 3 Not Contacted/ Non-responsive
- The Department of Public Works and Environmental Services can provide the requested service using existing equipment.
- The Department of Public Works and Environmental Services recommends that the proposed action be approved effective July 1, 2019.

ADOPTION OF A RESOLUTION
TO ENLARGE
WITHIN SMALL or LOCAL DISTRICT 8
WITHIN PROVIDENCE DISTRICT

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Government Center at Fairfax, Virginia, on Tuesday the 19th day of March, 2019 at which a quorum was present and voting, the following resolution to be effective July 1, 2019, was adopted:

WHEREAS, Virginia Code Section 15.2-858, as amended, provides for, among other things, the enlargement by the Board of Supervisors of Fairfax County, Virginia, of a local sanitary district by resolution; and

WHEREAS, the Board of Supervisors has been presented with facts and information upon consideration of which said Board, finding the property embraced in the proposed local sanitary district will be benefited by enlarging the local sanitary district for providing refuse, recycling and vacuum leaf collection to the citizens who reside therein.

NOW, THEREFORE, BE IT RESOLVED, that there is hereby enlarged by the Board of Supervisors of Fairfax County, Virginia, pursuant to Virginia Code Section 15.2-858, as amended, to be known as, Small District 8 within Providence District, Fairfax County, Virginia, which said local sanitary district shall be described as follows:

The enlargement of Small District 8 within Providence District to include the Luckett Ave Area. located in the County of Fairfax, Fairfax, Virginia and as shown on the attached map.

AND BE IT FURTHER RESOLVED that the Board of Supervisors of Fairfax County, Virginia, declares its intention to implement the purpose for which said Small District 8 within Providence District is hereby enlarged to wit:

To provide refuse, recyclables and vacuum leaf collection for the citizens who reside therein.

Given under my hand this ____ day of March 2019

Catherine A. Chianese
Clerk to the Board of Supervisors



TAX MAP 39-3

**LUCKETT AVE AREA
(revised)**

Board Agenda Item
March 19, 2019

4:30 p.m.

Public Hearing on a Proposal to Abandon and Discontinue Portions of Lorton Road and Furnace Road, and Petition for Acceptance of the New Alignment for Lorton Road, Furnace Road, and Workhouse Road (Mount Vernon District)

ISSUE:

Public hearing on a proposal to abandon and discontinue portions of Lorton Road and Furnace Road, and petition for acceptance of the new alignment for Lorton Road, Furnace Road, and Workhouse Road.

RECOMMENDATION:

The County Executive recommends that the Board adopt the attached order (Attachment III) for abandonment of the subject right-of-way, the attached resolution (Attachment VII) for discontinuance of portions of Lorton Road and Furnace Road, and the attached resolution (Attachment VIII) for acceptance of Lorton Road, Workhouse Road, and Furnace Road into the State Secondary System.

TIMING:

On February 5, 2019, the Board authorized the public hearing to consider the proposed abandonment, discontinuance, and acceptance for March 19, 2019, at 4:30 p.m.

BACKGROUND:

The Fairfax County Department of Transportation (FCDOT) requests that portions of Lorton Road and Furnace Road be abandoned under Virginia Code § 33.2-909, in order to pursue the completion of Project Number 4YP213, the realignment of Lorton Road and Furnace Road through the former Lorton Correctional Complex property. The subject rights-of-way are located between Ox Road (Route 123), Hooes Road, and Windermere Hill Drive. These rights-of-way are part of the Virginia Department of Transportation (VDOT) State Secondary System (Routes 611 and 642).

Per VDOT requirements for the acceptance, we are also requesting the discontinuance (Attachment VII) of all other sections of Lorton Road and Furnace Road within the bounds of the project, concurrently with the acceptance (Attachment VIII) of the entire new alignment into the State Secondary System.

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FCDOT is making this request for abandonment, discontinuance, and acceptance as part of the County's project to realign Lorton Road and Furnace Road. Abandonment of the disused right-of-way will assist in the acceptance of the new intersection into the Virginia Department of Transportation's Secondary System of State Highways.

All of the land subject to this abandonment will be owned by the Board of Supervisors or the Park Authority. Although the sections of right-of-way on the abandonment plat (Attachment IV) are prescriptive, the Board and the Park Authority own the property to which the prescriptive right-of-way will attach.

Traffic Circulation and Access

The abandonment, discontinuance, and acceptance will have no long-term impact on pedestrian, transit, or vehicle circulation and access. The new alignments of Lorton Road, Workhouse Road, and Furnace Road are in service and perform all functions of the previous alignments.

Easements

The project manager has certified that all easement requirements for the project have been met (Attachment VI).

During design and construction of this project, the proposal to abandon, discontinue, and accept these rights-of-way and highways was circulated to the following public agencies and utility companies for review: Office of the County Attorney, Department of Public Works and Environmental Services, Fairfax County Department of Transportation, Department of Planning and Zoning, Fairfax County Park Authority, Fairfax County Water Authority, Fairfax County School Board, Fairfax County Fire and Rescue Department, Virginia Department of Transportation, Dominion Virginia Power, Washington Gas Light Company, and Verizon. None of these indicated any opposition to the proposal.

FISCAL IMPACT:

None.

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ENCLOSED DOCUMENTS:

Attachment I: Application Memo
Attachment II: Notice of Intent
Attachment III: Order of Abandonment
Attachment IV: Abandonment Plat
Attachment V: Metes and Bounds Description
Attachment VI: Utility Certification
Attachment VII: Discontinuance Resolution
Attachment VIII: Acceptance Resolution
Attachment IX: Discontinuance Plat
Attachment X: Vicinity Map

STAFF:

Tom Biesiadny, Director, Fairfax County Department of Transportation (FCDOT)
Gregg Steverson, Chief, Site Analysis and Transportation Planning Division, FCDOT
Donald Stephens, FCDOT

ASSIGNED ATTORNEY:

Pamela K Peltó, Assistant County Attorney, Office of the County Attorney



County of Fairfax, Virginia

MEMORANDUM

DATE: March 15, 2018

TO: Jeff Herman, Chief
Site Analysis Section
Transportation Planning Division

FROM: Jeanmarie Roberson, Senior Engineer
Transportation Design Division *JR 3/15/18*

SUBJECT: Project No. 4YP213, Lorton Road Improvements;
Abandonment and Discontinuance of Workhouse Road (Route 642) and Lorton
Road (Route 611 & 642)

This memorandum is to request the initiation of the abandonment and discontinuance of portions Workhouse Road (Route 642) and Lorton Road (Route 611 & 642) associated with Project No. 4YP213, Lorton Road Improvement.

These actions are required since the subject project improvements involved a major realignment of existing of Lorton Road and Furnace Road, which resulted in certain portions of the existing right-of-way no longer being utilized for public street purposes and in comprehensive revised roadway maintenance miles. The construction of the project improvements are complete and FCDOT is currently processing the Street Acceptance package with the Virginia Department of Transportation (VDOT). The project was funded from the November 2007 Transportation Bond Referendum, developer contributions, and the commercial and industrial tax program.

It is noted that street name changes were approved by the Board of Supervisors on October 8, 2013, renaming portions of both Furnace Road and Lorton Road, as shown on the attached Board Matter. Specifically, Lorton Road from Ox Road to Lorton/Furnace Road was renamed to Workhouse Road and Furnace Road from Ox Road to Lorton Road was renamed to Lorton Road. The abandonment and discontinuance plats indicate the updated road names.

Since the existing Lorton Road and Furnace Road involve prescriptive right-of way and permanent easements, abandonment only is being requested to include a total of 153,692 square feet. In addition, the total centerline discontinuance of 15,058 linear feet (2.85 miles) of roadway is being requested.

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877-5723
www.fairfaxcounty.gov/fcdot



Project No. 4YP213, Lorton Road Improvements;
Abandonment and Discontinuance of Workhouse Road (Route 642) and Lorton Road (Route 611& 642)
Page 2 of 2

The following are submitted in support of the request for abandonment and discontinuance application:

1. Project #5G25-053-000 is to be utilized for processing any fees associated with this request
2. Abandonment plats for TM# 106-4-((1))57, TM# 106-4-((1))58, and TM# 107-3-((1))19
3. Discontinuance plat for portions of Workhouse Road (old Lorton Road) and Lorton Road (old Furnace Road)
4. Metes & Bounds legal descriptions for areas to be abandoned; TM# 106-4-((1))57, TM# 106-4-((1))58, and TM# 107-3-((1))19
5. Notice of Intent to Abandon
6. Order Of Abandonment
7. Vicinity Map
8. Project Plan Sheets 3-22

Since VDOT Permits, as part of the Street Acceptance process, requires draft copies of the board resolutions for the proposed abandonment and discontinuance, we would appreciate your feedback as to the procedure and associated timeline to satisfy the outstanding item.

Please contact me at 703-877-5740, if you should have any questions of require additional information

cc: Todd Minnix, Chief, Transportation Design Division
Fereshteh Khorashadi, Section Chief, Transportation Design Division
Christina Dodge, Technical Support Coordinator

NOTICE OF INTENT TO ABANDON AND DISCONTINUE
LORTON ROAD (ROUTE 642) AND FURNACE ROAD (ROUTE 611)
AND PETITION FOR ACCEPTANCE OF
LORTON ROAD, WORKHOUSE ROAD, and FURNACE ROAD

MOUNT VERNON DISTRICT,
Fairfax County, Virginia

Notice is hereby given that the Board of Supervisors of Fairfax County, Virginia, will hold a public hearing on March 19, 2019, at 4:30 PM during its regular meeting in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, VA, 22035, pursuant to Virginia Code Ann. § 15.2-2204 on the proposed abandonment of portions of public roads known as Lorton Road and Furnace Road, said portions being located adjacent to the new alignment of Lorton Road and Workhouse Road and comprising a total of 153,692 square feet, pursuant to Virginia Code § 33.2-909. The roads are located on Tax Maps 106-4 and 107-3, and are described and shown on the metes and bounds schedule and plat prepared by the Fairfax County Department of Public Works and Environmental Services (DPWES), dated November 28, 2018, and February 28, 2018, respectively, both of which are on file with the Fairfax County Department of Transportation, 4050 Legato Road, Suite 400, Fairfax, Virginia 22033, Telephone Number (703) 877-5600.

At the same time and place, the Board of Supervisors will also consider a resolution for discontinuance of other portions of Lorton Road and Furnace Road that are not included in the abandonment but are within the bounds of the Fairfax County Department of Transportation's construction project 4YP213, and a resolution for acceptance of the new highways in the same project, known as Lorton Road, Workhouse Road and Furnace Road, into the Secondary System of State Highways. The highway segments affected are shown on the discontinuance plat dated March 9, 2018, and prepared by the Department of Public Works and Environmental Services, which also is on file with the Fairfax County Department of Transportation, 4050 Legato Road, Suite 400, Fairfax, Virginia 22033, Telephone Number (703) 877-5600.

MOUNT VERNON DISTRICT.

§33.2-909, §33.2-908, §33.2-335

ORDER OF ABANDONMENT

PORTIONS OF LORTON ROAD (ROUTE 642)
PORTIONS OF FURNACE ROAD (ROUTE 611)

MOUNT VERNON DISTRICT
Fairfax County, Virginia

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held this 19th day of March, 2019, it was duly moved and seconded that:

WHEREAS, after conducting a public hearing pursuant to notice as required by Virginia Code §33.2-909, and after giving due consideration to the historic value, if any, of such road, the Board has determined that no public necessity exists for continuance of this road as a public road, and that the safety and welfare of the public will be served best by an abandonment,

WHEREFORE, BE IT ORDERED:

That portions of Lorton Road and Furnace Road, comprising a total area of 153,692 square feet, located on Tax Maps 106-4 and 107-3, and described on the plats and metes and bounds schedule dated February 27, 2018, and, November 28, 2018, respectively, all prepared by Fairfax County Land Survey Branch, which are attached hereto and incorporated herein, be and the same are hereby abandoned as a public road pursuant to Virginia Code §33.2-909.

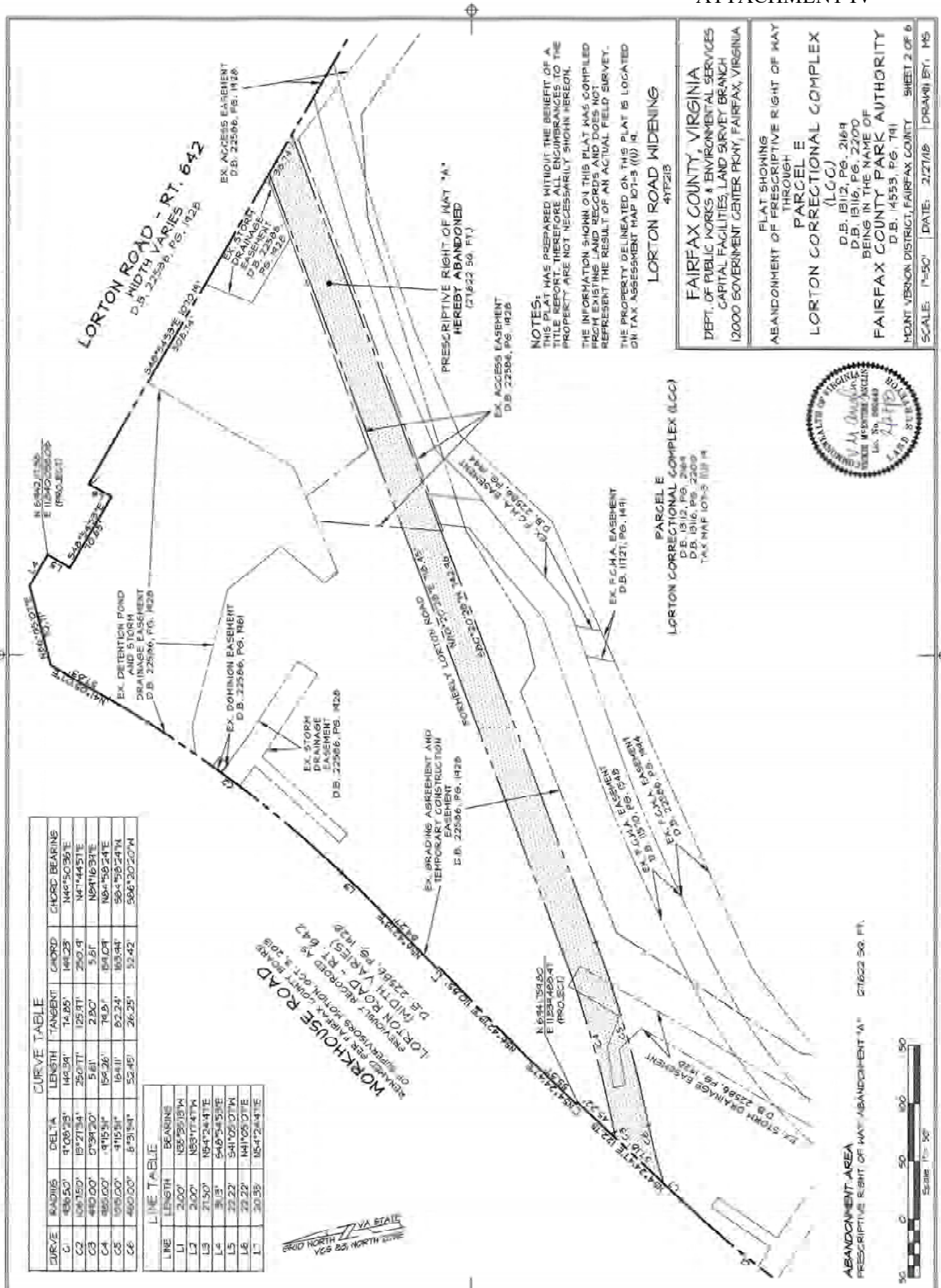
This abandonment is subject to any right, privilege, permit, license, or easement in favor of any public service company, utility, or other person or entity, including any political subdivision, whether located above, upon, or under the surface, either presently in use or of record, including the right to operate, maintain, replace, alter, extend, increase or decrease in size any facilities in the abandoned roadway, without any permission of the landowner(s).

A Copy Teste:

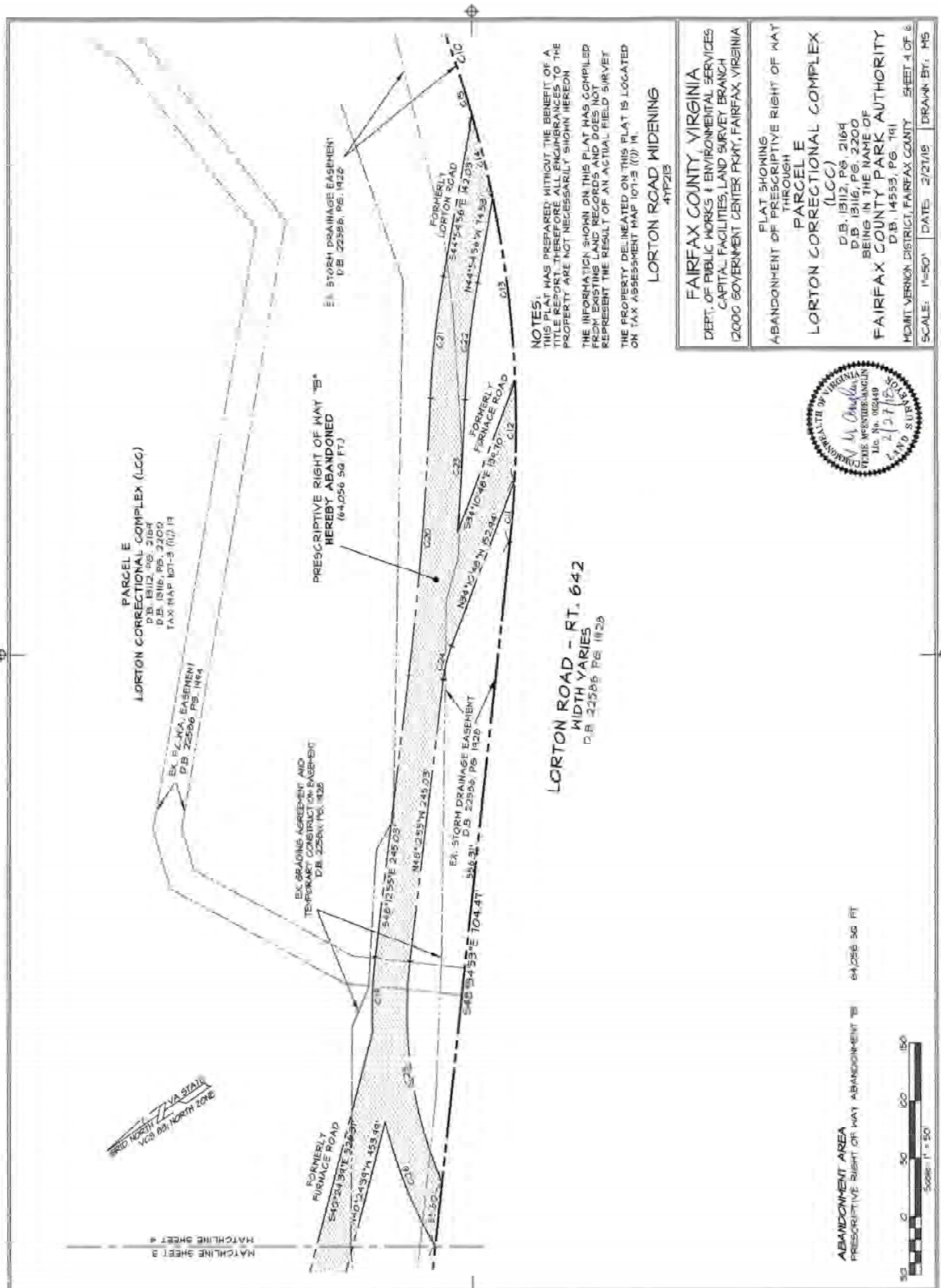
Catherine Chianese
Clerk to the Board

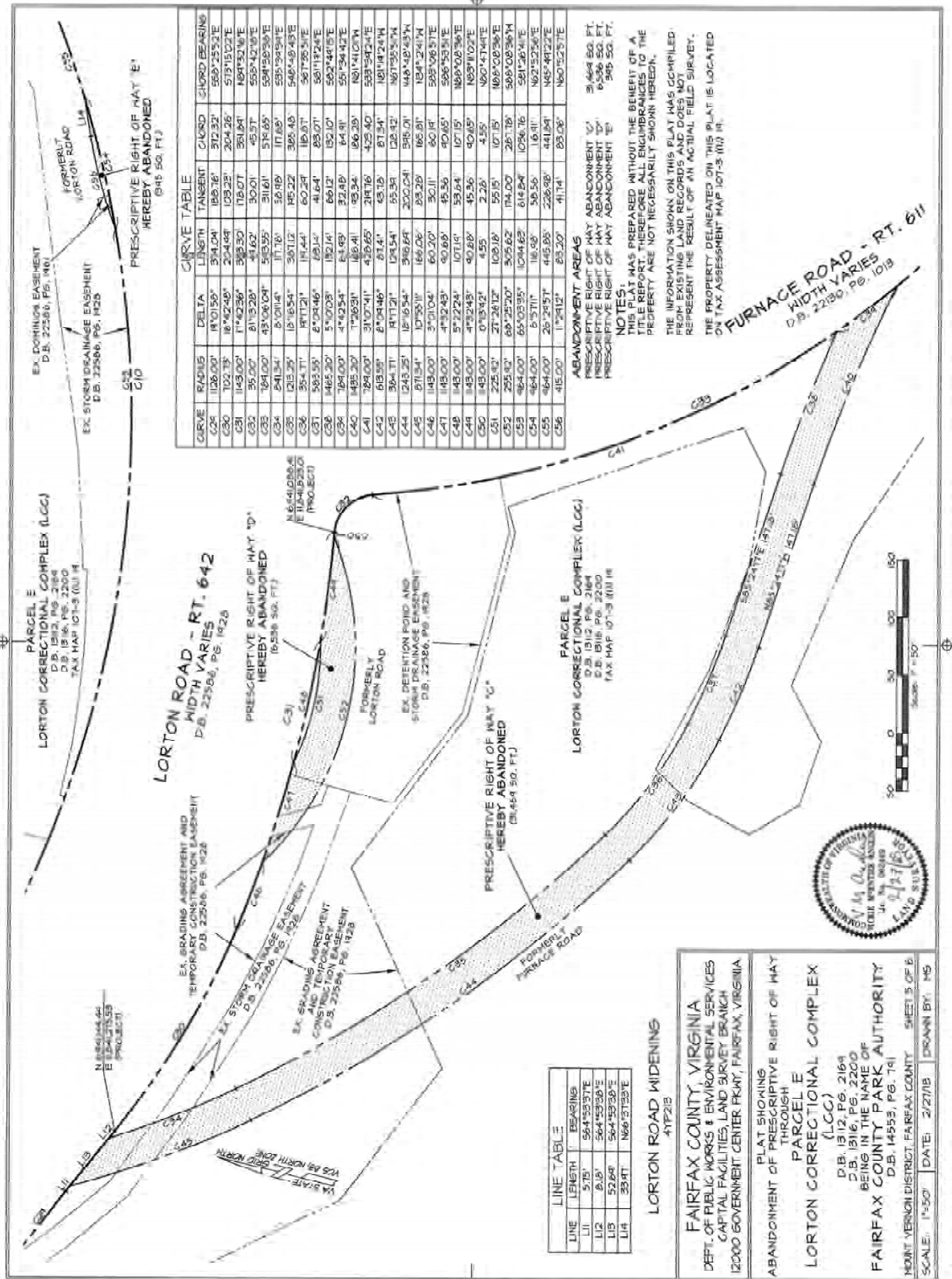
§33.2-909



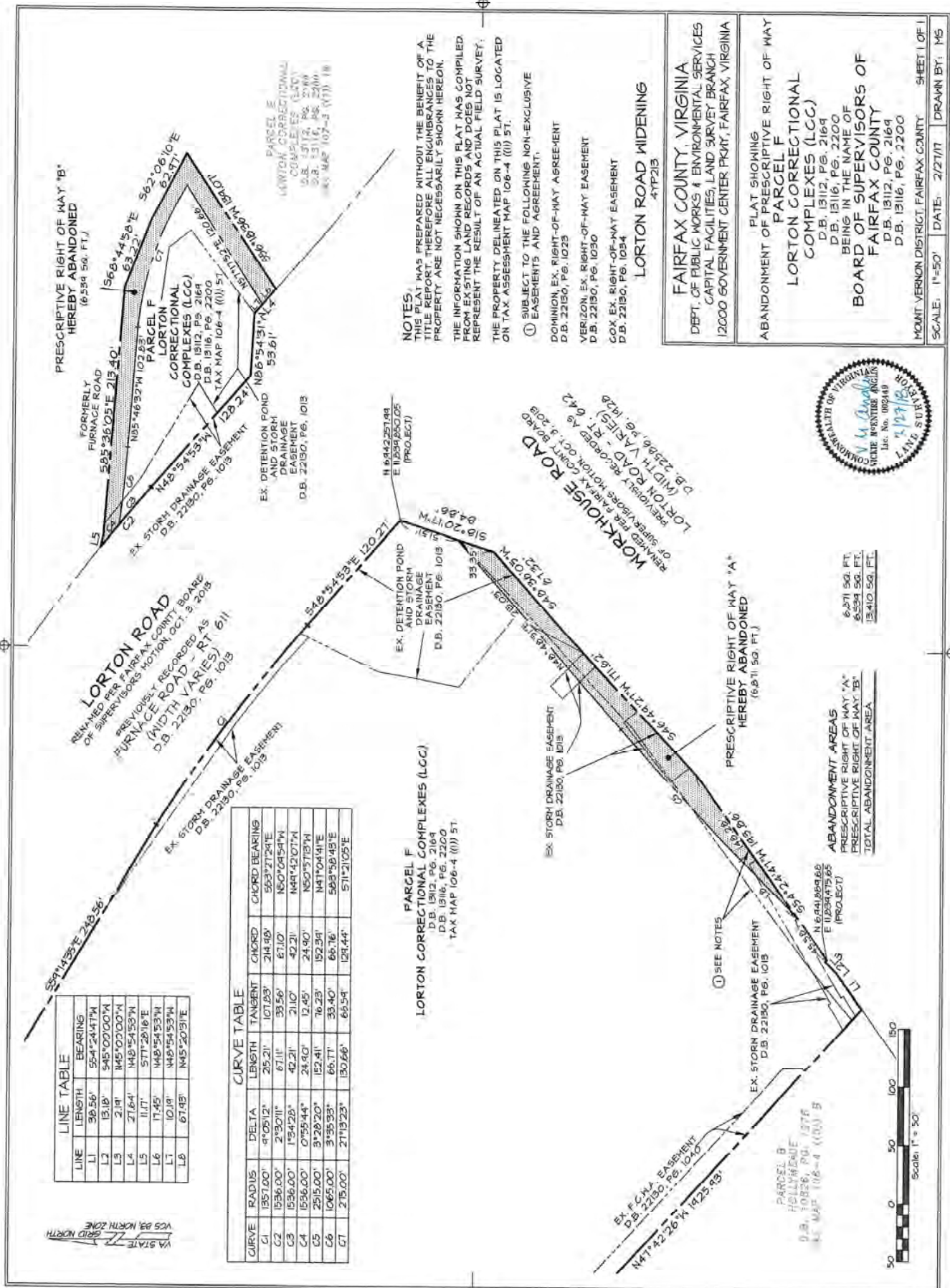
















County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

METES AND BOUNDS DESCRIPTION

of ABANDONMENT OF PRESCRIPTIVE RIGHT-OF-WAY EASEMENT,

as shown on a plat dated 2/27/2018, prepared by Fairfax County, DPWES

located at Parcel E, Lorton Correctional Complex (LCC),

D.B. 13112, PG. 2169 (corrected D.B. 13116, PG. 2200)

being in the name of

FAIRFAX COUNTY PARK AUTHORITY

as recorded at D.B. 14553, PG. 791

among the land records of Fairfax County, Virginia,

shown on Tax Map # 107-3 ((1)) 19:

Per motions by the Fairfax County Board of Supervisors dated October 3, 2013 the southwesterly portion of Lorton Road, Rte. 642 extending from the intersection of Lorton Road and Furnace Road, Rte. 611 to Ox Road, Rte. 123 is renamed into Workhouse Road. Further the northwesterly portion of Furnace Road from its intersection with Lorton Road to Ox Road, Rte. 123 is renamed into Lorton Road. In the descriptions to follow the new road names are used.

ABANDONMENT "A" (formerly Lorton Road)

Commencing at the intersection of the dedicated southerly Right-of-Way of Lorton Road, Rte. 642, D.B. 22586, PG. 1928, and the dedicated westerly Right-of-Way of Workhouse Road, Rte. 642, D.B. 22586, PG. 1928, thence the following six courses and distances:

- N 86°05'07" E, 70.71';
- S 48°54'53" E, 31.13';
- S 41°05'07" W, 22.22';
- S 48°54'53" E, 70.65';
- N 41°05'07" E, 22.22';
- S 48°54'53" E, 308.74' to the Point of Beginning.

Beginning at the dedicated southerly Right-of-Way of Lorton Road, Rte. 642, thence coincident with the Right-of-Way of Lorton Road S 48°54'53" E, 38.74';

Department of Public Works and Environmental Services
Capital Facilities, Utilities Design and Construction Division, Land Survey Branch
12000 Government Center Parkway, Suite 147
Fairfax, VA 22035
Phone: 703-324-5111, TTY: 1-800-828-1120, Fax: 703-653-9570
www.fairfaxcounty.gov/dpwes



METES AND BOUNDS DESCRIPTION**Lorton Road Abandonment, Parcel E**

Thence departing the Right-of-Way of Lorton Road through Parcel E, Lorton Correctional Complex (LCC) following three courses and distances:

- S 80°20'28" W, 742.96';
- 164.11' along the arc of a curve to the right, having a radius of 1,015.00', a delta of 9°15'51", and a chord which bears S 84°58'24" W, 163.94';
- 52.45' along the arc of a curve to the left, having a radius of 460.00', a delta of 6°31'59", and a chord which bears S 86°20'20" W, 52.42' to the dedicated westerly Right-of-Way of Workhouse Road, Rte. 642;

Thence coincident with easterly Right-of-Way of Workhouse Road, Rte. 642, N 54°24'47" E, 57.18';

Thence departing the Right-of-Way of Workhouse Road through Parcel E, Lorton Correctional Complex (LCC) following three courses and distances:

- 5.61' along the arc of a curve to the right, having a radius of 490.00', a delta of 0°39'20", and a chord which bears N 89°16'39" E, 5.61';
- 159.26' along the arc of a curve to the left, having a radius of 985.00', a delta of 9°15'51", and a chord which bears N 84°58'24" E, 159.09';
- N 80°20'28" E, 718.45' to the Point of Beginning encompassing 27,622 SQ. FT. or 0.634 acres.

All bearings based on VCS 83, North Zone determined by GPS survey by ATCS.

ABANDONMENT "B" (formerly Furnace Road and Lorton Road)

Beginning at the line common with Parcel F and Parcel E, Lorton Correctional Complex at the intersection of Lorton Road, Rte. 611 and Workhouse Road, Rte. 642 in the dedicated northerly Right-of-Way of Lorton Road, Rte. 611, D.B. 22586, PG. 1928, said line being the centerline of a prescriptive Right-of-Way Easement. Thence departing the dedicated Right-of-Way of Lorton Road, coincident with said common line the following five courses and distances:

- N 56°18'36" E, 139.07' to the centerline of the prescriptive Right-of-Way Easement of the former Furnace Road;
- N 62°06'10" W, 62.97';
- N 68°44'58" W, 63.22';
- N 85°36'05" W, 213.40';
- N 77°28'16" W, 11.17' to the dedicated northerly Right-of-Way of Lorton Road;

Thence coincident with the Right-of-Way of Lorton Road 36.83' along the arc of a curve to the left, having a radius of 1,536.00', a delta of 1°22'26", and a chord which bears N 52°06'17" W, 36.83';

METES AND BOUNDS DESCRIPTION**Lorton Road Abandonment, Parcel E**

Thence departing the Right-of-Way of Lorton Road through Parcel E, Lorton Correctional Complex (LCC) following ten courses and distances:

- 118.08' along the arc of a curve to the left, having a radius of 1,035.00', a delta of 6°32'12", and a chord which bears S 82°30'24" E, 118.01';
- S 85°46'26" E, 103.26';
- 217.35' along the arc of a curve to the right, having a radius of 305.00', a delta of 40°49'46", and a chord which bears S 64°32'54" E, 212.78';
- 260.87' along the arc of a curve to the right, having a radius of 4,015.00', a delta of 3°43'22", and a chord which bears S 42°16'20" E, 260.83';
- S 40°24'39" E, 526.31';
- 64.86' along the arc of a non-tangent curve to the right, having a radius of 405.00', a delta of 9°10'32", and a chord which bears S 52°48'11" E, 64.79';
- S 48°12'55" E, 245.03';
- 240.27' along the arc of a curve to the left, having a radius of 2,985.00', a delta of 4°36'43", and a chord which bears S 50°31'17" E, 240.21';
- 105.63' along the arc of a non-tangent curve to the right, having a radius of 765.00', a delta of 7°54'42", and a chord which bears S 48°52'17" E, 105.55';
- S 44°54'56" E, 142.03' to the dedicated northerly Right-of-Way of Lorton Road;

Thence coincident with the Right-of-Way of Lorton Road 73.88' along the arc of a curve to the right, having a radius of 964.00', a delta of 4°23'28", and a chord which bears N 68°52'45" W, 73.86';

Thence departing the Right-of-Way of Lorton Road through Parcel E, Lorton Correctional Complex (LCC) following four courses and distances:

- N 44°54'56" W, 74.53';
- 101.49' along the arc of a non-tangent curve to the left, having a radius of 735.00', a delta of 7°54'42", and a chord which bears N 48°52'17" W, 101.41';
- 114.60' along the arc of a curve to the right, having a radius of 3,015.00', a delta of 2°10'40", and a chord which bears N 51°44'18" W, 114.59';
- S 34°10'48" E, 139.70' to the dedicated northerly Right-of-Way of Lorton Road;

Thence coincident with the Right-of-Way of Lorton Road 85.77' along the arc of a curve to the right, having a radius of 964.00', a delta of 5°05'51", and a chord which bears N 54°39'41" W, 85.74';

Thence departing the Right-of-Way of Lorton Road through Parcel E, Lorton Correctional Complex (LCC) following four courses and distances:

- N 34°10'48" W, 152.94';
- 30.30' along the arc of a curve to the left, having a radius of 123.71', a delta of 14°02'07", and a chord which bears N 41°11'52" W, 30.23';
- N 48°12'55" W, 245.03';

METES AND BOUNDS DESCRIPTION
Lorton Road Abandonment, Parcel E

- 195.33' along the arc of a curve to the left, having a radius of 375.00', a delta of 29°50'40", and a chord which bears N 63°08'15" W, 193.13' to the dedicated northerly Right-of-Way of Lorton Road;

Thence coincident with the Right-of-Way of Lorton Road N 48°54'53" W, 55.60';

Thence departing the Right-of-Way of Lorton Road through Parcel E, Lorton Correctional Complex (LCC) following five courses and distances:

- 116.35' along the arc of a curve to the right, having a radius of 405.00', a delta of 16°27'37", and a chord which bears S 76°42'58" E, 115.95';
- N 40°24'39" W, 453.99';
- 258.92' along the arc of a curve to the left, having a radius of 3,985.00', a delta of 3°43'22", and a chord which bears N 42°16'20" W, 258.88';
- 33.01' along the arc of a curve to the left, having a radius of 275.00', a delta of 6°52'36", and a chord which bears N 47°34'19" W, 32.99';
- S 57°17'52" W, 123.86' to the dedicated northerly Right-of-Way of Lorton Road;

Thence coincident with the Right-of-Way of Lorton Road S 48°54'53" E, 13.79' to the Point of Beginning encompassing 64,056 SQ. FT. or 1.471 acres.

All bearings based on VCS 83, North Zone determined by GPS survey by ATCS.

ABANDONMENT "C" (formerly Furnace Road)

Beginning on the dedicated southerly Right-of-Way of Lorton Road, Rte. 642, D.B. 22586, PG. 1928, lying 566' northwesterly from the intersection of the dedicated southerly Right-of-Way of Lorton Road and the dedicated westerly Right-of-Way of Furnace Road, Rte. 611, D.B. 22130, PG. 1013, thence the following six courses and distances:

- 117.78' along the arc of a curve to the left, having a radius of 841.34', a delta of 8°01'14", and a chord which bears S35°39'39"E 117.68';
- 387.12' along the arc of a curve to the left, having a radius of 1,213.25', a delta of 18°16'54", and a chord which bears S48°48'43"E 385.48';
- 119.44' along the arc of a curve to the left, having a radius of 354.77', a delta of 19°17'21", and a chord which bears S67°35'51"E 118.87';
- 83.14' along the arc of a curve to the left, having a radius of 583.55', a delta of 8°09'46", and a chord which bears S81°19'24"E 83.07';
- S 85°24'17"E, 147.18';
- 132.14' along the arc of a curve to the right, having a radius of 1,465.20', a delta of 5°10'03", and a chord which bears S82°49'15"E 132.10' to the dedicated westerly Right-of-Way of Furnace Road, Rte. 611;

METES AND BOUNDS DESCRIPTION
Lorton Road Abandonment, Parcel E

Thence coincident with the dedicated westerly Right-of-Way of Furnace Road, Rte. 611, 64.93' along the arc of a curve to the left, having a radius of 789.00', a delta of $4^{\circ}42'54''$, and a chord which bears $S51^{\circ}34'42''E$ 64.91';

Thence departing the dedicated westerly Right-of-Way of Furnace Road, Rte. 611 and running the following six courses:

- 186.41' along the arc of a curve to the left, having a radius of 1,435.20', a delta of $7^{\circ}26'31''$, and a chord which bears $N81^{\circ}41'01''W$ 186.28';
- $N85^{\circ}24'17''W$ 147.18';
- 87.41' along the arc of a curve to the right, having a radius of 613.55', a delta of $8^{\circ}09'46''$, and a chord which bears $N81^{\circ}19'24''W$ 87.34';
- 129.54' along the arc of a curve to the right, having a radius of 384.77', a delta of $19^{\circ}17'21''$, and a chord which bears $N67^{\circ}35'51''W$ 128.92';
- 396.69' along the arc of a curve to the right, having a radius of 1,243.25', a delta of $18^{\circ}16'54''$, and a chord which bears $N48^{\circ}48'43''W$ 395.01';

166.06' along the arc of a curve to the right, having a radius of 871.34', a delta of $10^{\circ}55'11''$, and a chord which bears $N34^{\circ}12'41''W$ 165.81' to the dedicated southerly Right-of-Way line of Lorton Road, Rte. 642;

Then coincident with the dedicated southerly Right-of-Way of Lorton Road, Rte. 642, $S64^{\circ}53'38''E$ 52.69', to the Point of Beginning encompassing 31,469 SQ. FT. or 0.722 acres.;

All bearings based on VCS 83, North Zone determined by GPS survey by ATCS.

ABANDONMENT "D" (formerly Lorton Road)

Beginning on the dedicated southerly Right-of-Way of Lorton Road, Rte. 642, D.B. 22586, PG. 1928, lying 4.55' westerly from the intersection of the dedicated southerly Right-of-Way of Lorton Road, Rte. 642 and the dedicated westerly Right-of-Way of Furnace Road, Rte. 611, D.B. 22130, PG. 1013;

Thence 305.62' along the arc of a curve to the right, having a radius of 255.92', a delta of $68^{\circ}25'20''$, and a chord which bears $S88^{\circ}08'36''W$ 287.78' to the dedicated southerly Right-of-Way line of Lorton Road, Rte. 642;

Thence coincident with the dedicated southerly Right-of-Way line of Lorton Road, Rte. 642, 90.68' along the arc of a curve to the left, having a radius of 1,143.00', a delta of $4^{\circ}32'43''$, and a chord which bears $S86^{\circ}53'51''E$ 90.65';

Thence departing the dedicated southerly Right-of-Way of Lorton Road, Rte. 642 and running 108.18' along the arc of a curve to the left, having a radius of 225.92', a delta of $27^{\circ}26'12''$,

METES AND BOUNDS DESCRIPTION
Lorton Road Abandonment, Parcel E

and a chord which bears N88°08'36"E 107.15' to the dedicated southerly Right-of-Way line of Lorton Road, Rte. 642;

Thence coincident with the dedicated southerly Right-of-Way of Lorton Road, Rte. 642, 90.68' along the arc of a curve to the left, having a radius of 1,143.00', a delta of 4°32'43", and a chord which bears N83°11'02"E 90.65', to the Point of Beginning encompassing 6,536 SQ. FT. or 0.150 acres.;

All bearings based on VCS 83, North Zone determined by GPS survey by ATCS.

ABANDONMENT "E" (formerly Lorton Road)

Beginning on the dedicated northerly Right-of-Way of Lorton Road, Rte. 642, D.B. 22586, PG. 1928, lying 198' easterly from the intersection of the dedicated northerly Right-of-Way of Lorton Road, Rte. 642 and the dedicated Right-of-Way of Furnace Road, Rte. 611, D.B. 22130, PG. 1013;

Thence 83.20' along the arc of a curve to the right, having a radius of 415.00', a delta of 11°29'12", and a chord which bears N60°52'57"E 83.06', and N66°37'33"E 33.97', to the dedicated northerly Right-of-Way line of Lorton Road, Rte. 642;

Thence coincident with the dedicated northerly Right-of-Way line of Lorton Road, Rte. 642, 116.98' along the arc of a curve to the right, having a radius of 964.00', a delta of 6°57'11", and a chord which bears N62°32'56"E 116.91', to the Point of Beginning encompassing 395 SQ. FT. or 0.009 acres.

All bearings based on VCS 83, North Zone determined by GPS survey by ATCS.

ABANDONMENT "F" (formerly Lorton Road)

Beginning on the dedicated southerly Right-of-Way of Lorton Road, Rte. 642, D.B. 22586, PG. 1928, lying 916' northeasterly from the intersection of the dedicated northerly Right-of-Way of Lorton Road, Rte. 642 and the dedicated easterly Right-of-Way of Furnace Road, Rte. 611, D.B. 22130, PG. 1013;

Thence N32°34'24"E 360.55', and 196.43' along the arc of a curve to the right, having a radius of 748.00', a delta of 15°02'46", and a chord which bears N40°05'47"E 195.86';

Thence departing the dedicated southerly Right-of-Way line of Lorton Road, Rte. 642, and running the following five courses and distances:

- S40°17'38"W 100.75';

METES AND BOUNDS DESCRIPTION**Lorton Road Abandonment, Parcel E**

- 121.18' along the arc of a curve to the left, having a radius of 610.00', a delta of $11^{\circ}22'56''$, and a chord which bears $S34^{\circ}36'10''W$ 120.98';
- $S28^{\circ}54'42''W$ 91.64';
- 167.94' along the arc of a curve to the right, having a radius of 915.00', a delta of $10^{\circ}30'58''$, and a chord which bears $S34^{\circ}10'11''W$ 167.70';

$S39^{\circ}25'40''W$ 75.44', to the Point of Beginning encompassing 4,851 SQ. FT. or 0.111 acres.

All bearings based on VCS 83, North Zone determined by GPS survey by ATCS.





County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

METES AND BOUNDS DESCRIPTION

of ABANDONMENT OF PRESCRIPTIVE RIGHT-OF-WAY EASEMENT,

as shown on a plat dated 2/27/2018, prepared by Fairfax County, DPWES

located at the intersection of Lorton Road, Rte. 611 and Workhouse Road, Rte. 642, Virginia,

Parcel F, Lorton Correctional Complex (LCC),

being in the name of

BOARD OF SUPERVISORS OF FAIRFAX COUNTY

as recorded at D.B. 13112, PG. 2169 (corrected D.B. 13116, PG. 2200) among the land records

of Fairfax County, Virginia,

shown on Tax Map # 106-4 ((1)) 57:

Per motions by the Fairfax County Board of Supervisors dated October 3, 2013 the southwesterly portion of Lorton Road, Rte. 642 extending from the intersection of Lorton Road and Furnace Road, Rte. 611 to Ox Road, Rte. 123 is renamed into Workhouse Road. Further the northwesterly portion of Furnace Road from its intersection with Lorton Road to Ox Road, Rte. 123 is renamed into Lorton Road. In the descriptions to follow the new road names are used.

ABANDONMENT "A"

Commencing at the intersection of the dedicated southerly Right-of-Way of Lorton Road, Rte. 611, D.B. 22130, PG. 1013, and the dedicated easterly Right-of-Way of Workhouse Road, Rte. 642, D.B. 22586, PG. 1928,

- Thence S 18°20'17" W, 51.51' to the Point of Beginning.

Beginning at the dedicated easterly Right-of-Way of Workhouse Road, Rte. 642, thence coincident with the Right-of-Way of Workhouse Road the following four courses and distances:

- S 18°20'17" W, 33.35';
- S 48°36'05" W, 87.32';
- S 46°49'27" W, 171.62';
- S 54°24'47" W, 148.28';

Department of Public Works and Environmental Services
Capital Facilities, Utilities Design and Construction Division, Land Survey Branch
12000 Government Center Parkway, Suite 147
Fairfax, VA 22035
Phone: 703-324-5111, TTY: 1-800-828-1120, Fax: 703-653-9570
www.fairfaxcounty.gov/dpwes



METES AND BOUNDS DESCRIPTION
Lorton Road Abandonment, Parcel F

Thence departing the Right-of-Way of Workhouse Road through Parcel F, Lorton Correctional Complex (LCC) following three courses and distances:

- N 45°20'31" E, 67.93';
- 152.41' along the arc of a curve to the right, having a radius of 2,515.00', a delta of 3°28'20", and a chord which bears N 47°04'41" E, 152.39';
- N 48°48'51" E, 215.03' to the Point of Beginning encompassing 6,871 SQ. FT. or 0.158 acres.

All bearings based on VCS 83, North Zone determined by GPS survey by ATCS.

ABANDONMENT "B" (formerly Furnace Road)

Beginning at the line common with Parcel F and Parcel E, Lorton Correctional Complex in the dedicated northerly Right-of-Way of Lorton Road, Rte. 611, D.B. 22130, PG. 1013, said line being the centerline of a prescriptive Right-of-Way Easement. Thence departing the dedicated Right-of-Way of Lorton Road, coincident with said common line the following five courses and distances:

- N 56°18'36" E, 139.07' to the centerline of the prescriptive Right-of-Way Easement of the former Furnace Road;
- N 62°06'10" W, 62.97';
- N 68°44'58" W, 63.22';
- N 85°36'05" W, 213.40';
- N 77°28'16" W, 11.17' to the dedicated northerly Right-of-Way of Lorton Road;

Thence coincident with the Right-of-Way of Lorton Road 24.90' along the arc of a curve to the right, having a radius of 1,536.00', a delta of 0°55'44", and a chord which bears S 50°57'13" E, 24.90';

Thence departing the Right-of-Way of Lorton Road through Parcel F, Lorton Correctional Complex (LCC) following four courses and distances:

- 66.77' along the arc of a curve to the left, having a radius of 1,065.00', a delta of 3°35'33", and a chord which bears S 83°58'43" E, 66.76';
- S 85°46'32" E, 102.83';
- 130.66' along the arc of a curve to the right, having a radius of 275.00', a delta of 27°13'23", and a chord which bears S 71°21'05" E, 129.44';
- S 57°17'52" W, 120.66' to the dedicated northerly Right-of-Way of Lorton Road;

METES AND BOUNDS DESCRIPTION
Lorton Road Abandonment, Parcel F

Thence coincident with the Right-of-Way of Lorton Road S 48°54'53" E, 17.45' to the Point of Beginning encompassing 6,539 SQ. FT. or 0.150 acres.

All bearings based on VCS 83, North Zone determined by GPS survey by ATCS.





County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

METES AND BOUNDS DESCRIPTION

of ABANDONMENT OF PRESCRIPTIVE RIGHT-OF-WAY EASEMENT,

as shown on a plat dated 2/27/2018, prepared by Fairfax County, DPWES

located at Workhouse Road, Rte. 642, Virginia,

Parcel G, Lorton Correctional Complex (LCC),

D.B. 13112, PG. 2169 (corrected D.B. 13116, PG. 2200)

being in the name of

BOARD OF SUPERVISORS OF FAIRFAX COUNTY

as recorded at D.B. 13112, PG. 2169 (corrected D.B. 13116, PG. 2200) among the land records

of Fairfax County, Virginia,

shown on Tax Map # 106-4 ((1)) 58:

Per motions by the Fairfax County Board of Supervisors dated October 3, 2013 the southwesterly portion of Lorton Road, Rte. 642 extending from the intersection of Lorton Road and Furnace Road, Rte. 611 to Ox Road, Rte. 123 is renamed into Workhouse Road. Further the northwesterly portion of Furnace Road from its intersection with Lorton Road to Ox Road, Rte. 123 is renamed into Lorton Road. In the descriptions to follow the new road names are used.

Commencing at the south-easterly corner of the intersection of Workhouse Road, Rte. 642 and Ox Road, Rte. 10549,

- Thence northeast with the southerly dedicated Right-of-Way of Workhouse Road, Rte. 642
±505' to the Point of Beginning and being the centerline of the Prescriptive Right-of-Way Easement of the former Lorton Road.

Beginning at the south-easterly Right-of-Way of Workhouse Road, thence coincident with the south-easterly Right-of-Way of Workhouse Road the following three courses and distances:

- 50.74' along the arc of a curve to the left, having a radius of 791.50', a delta of 03°40'23", and a chord which bears N 38°18'25" E 50.73';

Department of Public Works and Environmental Services
Capital Facilities, Utilities Design and Construction Division, Land Survey Branch

12000 Government Center Parkway, Suite 147

Fairfax, VA 22035

Phone: 703-324-5111, TTY: 1-800-828-1120, Fax: 703-653-9570

www.fairfaxcounty.gov/dpwes



METES AND BOUNDS DESCRIPTION**Lorton Road Abandonment, Parcel G**

- N 36°43'56" E, 121.02' to the centerline of the Prescriptive Right-of-Way Easement of the former Lorton Road;
- N 36°43'56" E, 56.81';

Thence through Parcel G, Lorton Correctional Complex (LCC) following two courses and distances:

- S 14°58'11" W, 25.50';
- 254.12' along the arc of a curve to the right, having a radius of 290.00', a delta of 50°12'25", and a chord which bears N 40°04'24" E, 246.07' to the south-easterly Right-of-Way of Workhouse Road;

Thence coincident with the south-easterly Right-of-Way of Workhouse Road; 40.94' along the arc of a curve to the left, having a radius of 791.50', a delta of 02°57'50", and a chord which bears N 41°37'32" E 40.94' to the Point of Beginning encompassing 5,353 SQ. FT. or 0.123 acres.

All bearings based on VCS 83, North Zone determined by GPS survey by ATCS.



Stephens, Donald E.

From: Nguyen, Tan
Sent: Monday, June 11, 2018 9:50 AM
To: Stephens, Donald E.
Cc: Roberson, Jeanmarie; Dodge, Christina Y.
Subject: Lorton Road, Utility & Easement Certification

Importance: High

Hi Donald,

The utility coordination for Project 4YP213/5G25-053-000, Lorton Road Improvement has been completed, requiring no further action. All utility and permanent easements with in the areas to be abandoned have been accounted for and easement needs have been identified and recorded.

A paper copy of these deeds will be sent to you for your files and the electronic file can be found at W:\Agency Share\Lorton Road

Please let us know if you have any questions or need additional information.

Tan Nguyen, Team Leader
Utilities Engineering & Coordination
Transportation Design Division
Fairfax County Department of Transportation
(703) 877-5734 Direct
(703) 877-5776 Fax
tan.nguyen@fairfaxcounty.gov

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Fairfax County Government Center at Fairfax, Virginia, on March 19, 2019, at which meeting a quorum was present and voting, the following resolution was adopted:

WHEREAS, the Fairfax County Board of Supervisors requests to discontinue portions of Workhouse Rd (formerly Lorton Road / Route 642), Lorton Road (Routes 611 & 642), and Furnace Road (Route 611); and

WHEREAS, this action is required due to a road project improvement involving a major realignment of existing Lorton Road (Route 611 & 642) and Furnace Road (Route 611) which resulted in certain portions of the existing right-of-way to no longer be required for public street purposes; and

WHEREAS, the portions of Workhouse Road (formerly Lorton Road / Route 642), Lorton Road (Routes 611 & 642), and Furnace Road (Route 611), comprising a total distance of 15,058 feet or 2.85 miles located on Tax Maps 106-4 and 107-3, were platted and described on the Discontinuance Plat dated March 9, 2018, all prepared by Fairfax County Land Survey Branch and as shown on Attachment IX; and

WHEREAS, as notice of intention to discontinue these portions of Workhouse Road (formerly Lorton Road / Route 642), Lorton Road (Routes 611 & 642), and Furnace Road (Route 611), was given on February 5, 2019, in accordance with Va. Code Ann. § 33.2-908; and

NOW THEREFORE, BE IT RESOLVED that this Board hereby requests, pursuant to Virginia Code Section 33.2-908, that the Commonwealth Transportation Board, discontinue as part of the secondary system of state highways, the 15,058 feet or 2.85-mile portion of Workhouse Rd (formerly Lorton Road / Route 642), Lorton Road (Routes 611 & 642), and Furnace Road (Route 611) as indicated on Attachment IX.

A Copy Teste:

Catherine A. Chianese
Clerk to the Board of Supervisors

RESOLUTION

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium of the Fairfax County Government Center at Fairfax, Virginia, on March 19, 2019, at which meeting a quorum was present and voting, the following resolution was adopted:

WHEREAS, the Fairfax County Board of Supervisors requests acceptance of the New Alignment of Workhouse Road (formerly Lorton Road / Route 642), Lorton Road (Routes 611 & 642), and Furnace Road (Route 611) into the Secondary System of State Highways; and

WHEREAS, the construction of said portions of Workhouse Road (formerly Lorton Road / Route 642), Lorton Road (Routes 611 & 642), and Furnace Road (Route 611) are completed; and

NOW THEREFORE BE IT RESOLVED, Pursuant to Virginia Code Section 33.2-705 of *The Code of Virginia of 1950*, as amended, the Virginia Department of Transportation is requested to add to the secondary system of Fairfax County the streets shown in the attached documents, listed following and herein by reference:

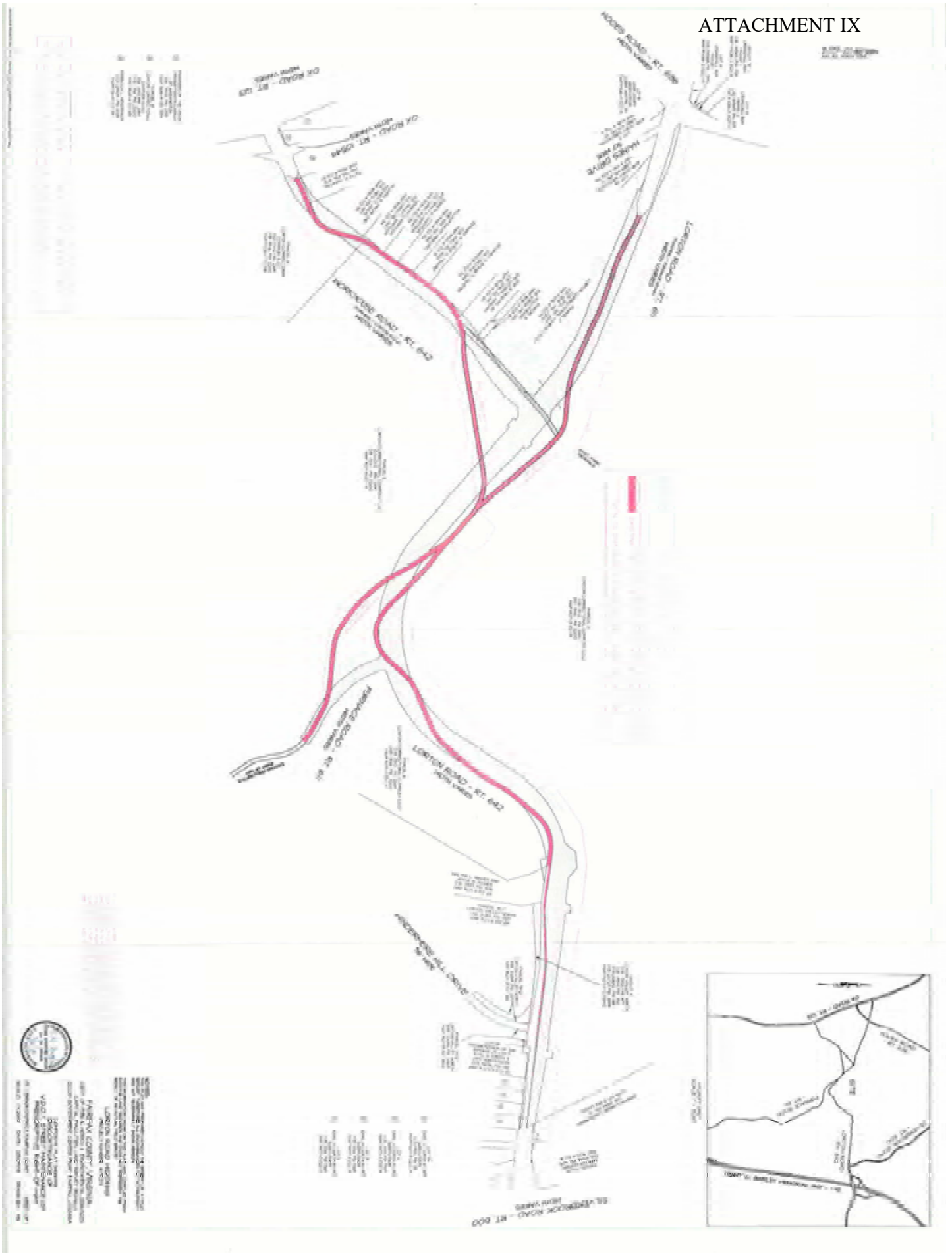
Portions of Workhouse Road (formerly Lorton Road / Route 642), Lorton Road (Routes 611 & 642), and Furnace Road (Route 611) as indicated on as shown on the Composite Plat dated March 9, 2018, insert as part of Attachment IX of this document, with a total of 2.50 miles

AND FURTHER BE IT RESOLVED, this Board does guarantee the Commonwealth of Virginia an unrestricted right-of-way as indicated above with the necessary easements for cuts, fills, and drainage, and hereby invokes the May 11, 1993, Comprehensive Stormwater Detention Agreement between the Board and The Virginia Department of Transportation.

A Copy Teste:

Catherine A. Chianese
Clerk to the Board of Supervisors

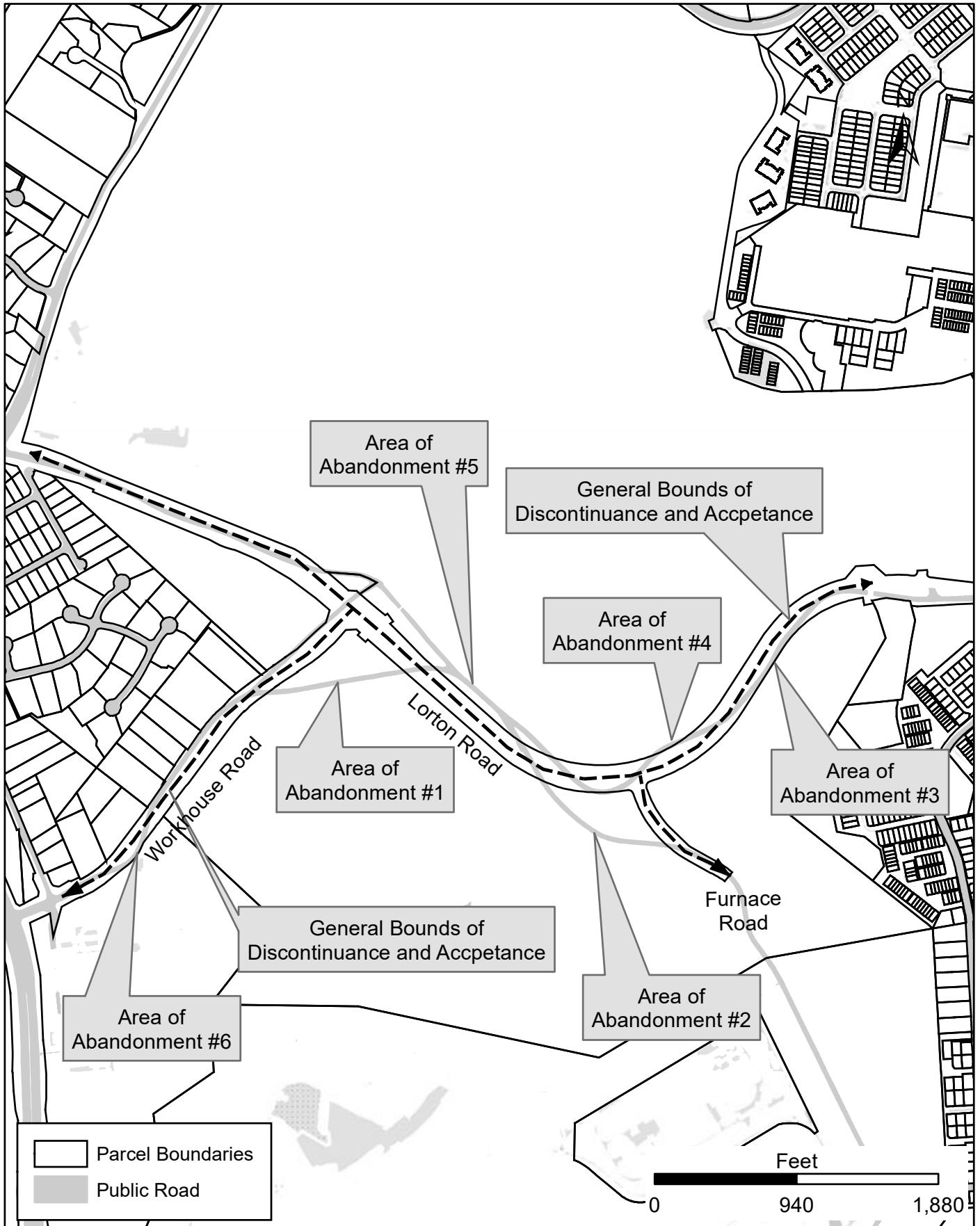
ATTACHMENT IX



DATE: 05/11/2011
BY: [Signature]



Vicinity Map - Tax Maps 106-4 and 107-3



Board Agenda Item
March 19, 2019

4:30 p.m.

Public Hearing on the Proposed Consolidated Plan One-Year Action Plan for FY 2020

ISSUE:

Public hearing before the Fairfax County Board of Supervisors (Board) on the Proposed Consolidated Plan One-Year Action Plan for FY 2020, as issued by the Consolidated Community Funding Advisory Committee (CCFAC).

RECOMMENDATION:

The County Executive recommends that, following the public hearing, the Board forward comments received on the Proposed Consolidated Plan One-Year Action Plan for FY 2020 to the CCFAC for consideration before making its final recommendations to the Board for action on May 7, 2019.

TIMING:

Board action on the Proposed Consolidated Plan One-Year Action Plan for FY 2020 is scheduled for May 7, 2019.

BACKGROUND:

The U.S. Department of Housing and Urban Development (HUD) requires that a plan be submitted every five years for proposed uses of Community Development Block Grant (CDBG), HOME Investment Partnerships Program (HOME), and Emergency Solutions Grants (ESG) funding (Consolidated Plan) and that an annual action plan be submitted for each year covered by the Consolidated Plan. The Proposed Consolidated Plan One-Year Action Plan for FY 2020 (Proposed Action Plan) presents the proposed uses of CDBG, HOME and ESG funds for programs to be implemented in the fifth year of the Five-Year Consolidated Plan for FY 2016 - 2020. On September 13, 2018, HUD granted to Fairfax County a one year extension of the current Consolidated Plan, extending it through FY 2021.

A Proposed Action Plan was released by the CCFAC for public review and comment. In accordance with the Fairfax County Citizen Participation Plan for the Consolidated Plan, a public hearing is required to be held before the Board to allow citizens the opportunity to comment on the Proposed Action Plan. On February 5, 2019, the Board authorized advertisement and scheduling of a public hearing on the Proposed Action Plan to be held on March 19, 2019, at which citizens may express their views on housing and

Board Agenda Item
March 19, 2019

community development needs, fair housing, and the county's community development programs.

The Proposed Action Plan describes the Continuum of Care for homeless services and programs in the Fairfax community, and the Consolidated Community Funding Pool (CCFP). The allocation of CDBG funds for the second year of the Fiscal Year (FY) 2019 – 2020 CCFP two-year funding cycle is included in the Proposed Action Plan. The CCFP was established by the Board to provide funding for community-based programs by nonprofit organizations through a competitive solicitation process. The Board is scheduled to make the FY 2020 CCFP funding awards in May 2019, subject to annual appropriations.

The Proposed Action Plan identifies the CCFP funding priorities adopted by the Board, as well as the public and private resources available for housing and community development activities. In accordance with federal requirements, the Proposed Action Plan contains several certifications, including drug-free workplace, affirmatively furthering fair housing, prohibition of excessive force, and lobbying requirements, which will be signed by the County Executive following Board action in May 2019.

Funding levels incorporated in the Proposed Action Plan by the CCFAC are based on the funding levels of County FY 2019 (Federal 2018), because formal notification from HUD of actual grant levels had not been received by the County at the time of the CCFAC's release of the documents. Use of estimates until HUD notification of the actual allocations is customary and allows Fairfax County to meet citizen participation requirements while planning prior to receipt of the notification. Staff will update the proposed Action Plan upon receipt of the HUD notification. The Proposed Action Plan includes HUD mandated contingency language regarding how to account for differences between the estimated and actual allocation amounts.

The estimated allocations for FY 2020 (Federal FY 2019) of entitlement awards for County FY 2020 are \$5,574,509 for CDBG, \$2,103,044 for HOME, and \$447,834 for ESG, as was shown in the FY 2020 Advertised Budget Plan. With the approval of this item, a balance of \$620,213 in allocated CDBG funds is recommended to be carried forward from FY 2019 for use in FY 2020 as allocated. A total estimated \$551,693 of CDBG (\$305,621) and HOME (\$246,072) program income also will be programmed for use in FY 2020 through this action.

Funding allocations under the Proposed Action Plan have been reviewed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and the CCFAC-FCRHA Working Advisory Group (WAG). The WAG is a group established to strengthen coordination between the FCRHA and the CCFAC for the development of the proposed use of funds. The WAG is comprised of seven members: three appointed by the FCRHA Chairman, three appointed by the CCFAC Chairman, and one who serves on

Board Agenda Item
March 19, 2019

both the FCRHA and the CCFAC. Recommendations from the WAG were presented to the FCRHA and to the CCFAC. The Proposed Action Plan incorporates the final recommendations of the WAG and, subsequently, the CCFAC.

The Proposed Action Plan is being published and circulated for review and comment by citizens, service providers and other interested parties during the formal public comment period which ends on March 19, 2019. Following the public hearing and public comment period, the CCFAC will consider all comments received on the Proposed Action Plan, and will forward its recommendation to the Board for final action on May 7, 2019.

STAFF IMPACT:

None. No positions will be added as a result of this action.

FISCAL IMPACT:

Funds identified in the proposed Action Plan include CDBG (\$5,574,509), HOME (\$2,103,044), and ESG (\$447,834). A total of \$620,213 in allocated CDBG funds is recommended to be carried forward from FY 2019 for use in FY 2020, as allocated. In addition, an as yet undetermined amount of previously programmed funds is expected to be carried forward as previously allocated. Total estimated program income of \$551,693, including CDBG program income of \$305,621 and HOME program income of \$246,072, also will be programmed for use in FY 2020 through this action.

ENCLOSED DOCUMENTS:

None. The Proposed Action Plan is the same document that was referenced in the February 5, 2019 Board Item for authorization to advertise the public hearing. The Proposed Action Plan is available on line at <http://www.fairfaxcounty.gov/housing>.

STAFF:

Tisha Deeghan, Deputy County Executive

Thomas Fleetwood, Director, Department of Housing and Community Development (HCD)

Hossein Malayeri, Deputy Director, Real Estate, Finance and Development, HCD

Aseem K. Nigam, Director, Real Estate Finance and Grants Management (REFGM), HCD

Laura O. Lazo, Associate Director, Grants Management (GM), HCD

Beverly A. Moses, Senior Program Manager, GM, HCD

**To be Deferred to
May 7, 2019 at 4:00 p.m.**

Board Agenda Item
March 19, 2019

4:30 p.m.

Public Hearing on Proposed Plan Amendment 2018-III-DS1, Land Unit J of the Dulles Suburban Center, Located East and West of Route 28, South of Old Lee Road and Walney Road, and North of Braddock Road, Stonecroft Boulevard, and Poplar Tree Road (Sully District)

ISSUE:

Plan Amendment (PA) 2018-III-DS1 proposes to add a recommendation for new residential and retail land uses for Land Unit J of the Dulles Suburban Center. The majority of Land Unit J is part of the Westfields International Corporate Center at Dulles, and other areas include some new residential and retail uses allowed by recent Plan amendments and zoning approvals. The Plan amendment proposes a new option to replace planned non-residential uses in Land Unit J with approximately 4,250 new multi-family and single-family attached residential units and the addition of approximately 200,000 square feet (SF) of retail uses. The new uses would remain within the currently planned intensity of 0.50 FAR.

PLANNING COMMISSION RECOMMENDATION:

On February 27, 2019, the Planning Commission voted 12-0 to defer the decision only for Plan Amendment 2018-III-DS1 to a date certain of March 6, 2019. On March 6, 2019 the Planning Commission voted 10-0 (Commissioners Carter and Niedzielski-Eichner were absent from the meeting) to defer the decision only to a date certain of March 14, 2019. On March 14, 2019, the Planning Commission voted 11-0 (Commissioner Clarke was absent from the meeting) to defer the decision only to a date certain of April 3, 2019. The Planning Commission recommendation will be forwarded following decision.

RECOMMENDATION:

The recommendation of the County Executive will be provided following the Planning Commission decision.

TIMING:

Planning Commission public hearing – February 27, 2019
Planning Commission decision only – April 3, 2019
Board of Supervisors' public hearing – Originally scheduled for March 19, 2019;
anticipated to be deferred to May 7, 2019

**To be Deferred to
May 7, 2019 at 4:00 p.m.**

Board Agenda Item
March 19, 2019

BACKGROUND:

On May 15, 2018, the Board of Supervisors authorized the consideration of Comprehensive Plan Amendment 2018-III-DS1, for Land Unit J of the Dulles Suburban Center, generally located in portions of Tax Maps 43-2, 43-4, 44-1, 44-2, 44-3, and 44-4 in the Sully Supervisor District.

The Board requested staff consider and evaluate a Comprehensive Plan amendment for Land Unit J of the Dulles Suburban Center. The Board motion stated that the Plan amendment should consider the addition of new land uses generally within the current overall baseline intensity of .50 FAR, and that the review should include potential new areas for residential development, including areas not currently envisioned for residential use by the Plan as a result of noise contours identified on a 1992 map. The reference to the 1992 map included in the authorization is to the airport noise contour lines identified in the Comprehensive Plan. The proposed Plan amendment includes proposed Plan language that includes conditions under which this new residential use could be appropriate, including use, intensity, connectivity, compatibility, housing, and mitigation of school, parks and noise impacts. The proposed Plan amendment was reviewed by a community task force, who supported the concept of the introduction of residential use into this area.

FISCAL IMPACT:

None

ENCLOSED DOCUMENTS:

Attachment 1 - The Planning Commission verbatim excerpt will be forwarded under separate cover after the meeting

The Staff Report for PA 2018-III-DS1 has been previously furnished and is available online at: <https://www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/Assets/documents/CompPlanAmend/DSClandunitJ/dsc-land-unit-j-staffreport.pdf>

STAFF:

Fred R. Selden, Director, Department of Planning and Zoning (DPZ)

Marianne R. Gardner, Director, Planning Division (PD), DPZ

Leanna H. O'Donnell, Branch Chief, Policy and Plan Development Branch, PD, DPZ

Board Agenda Item
March 19, 2019

5:00 p.m. –

Public Hearing to Consider Adopting an Ordinance Creating a Commercial Property Assessed Clean Energy (C-PACE) and Resiliency Program

ISSUE:

Public Hearing to consider adoption of a Commercial Property Assessed Clean Energy (C-PACE) and Resiliency program.

RECOMMENDATION:

The County Executive recommends adoption of the Ordinance Creating a Commercial Property Assessed Clean Energy and Resiliency Program.

TIMING

Board action is requested on March 19, 2019, to keep this ordinance adoption on schedule.

BACKGROUND:

Commercial Property Assessed Clean Energy (C-PACE) is a market-based financing tool building owners and developers can use to fund energy efficiency, renewable energy, water saving property enhancements, or other improvements as authorized by law without upfront costs. Private capital providers fund building improvements or new construction after a rigorous assessment of the project. It transforms and reduces expenses related to energy through a capital investment.

In 2015, Virginia enabled localities to implement local C-PACE programs, but required each jurisdiction to enact its own ordinance.

Though the legislation requires action by localities, localities are neither the lender nor guaranteeing the collection of funds. The county is facilitating a property rights transaction that carries with the land. Although State law mandates that the county levy the lien, private capital providers carry the risk if the property owner defaults on a loan. C-PACE repayments are collected through local property taxes

C-PACE benefits a wide variety of stakeholders: property owners who need to update older buildings, to build in resiliency, reduce energy costs and increase net operating income; contractors who are seeking job opportunities; lenders providing financing; the

Board Agenda Item
March 19, 2019

local jurisdiction that seeks increased property values, property improvements and effective tools to meet energy and climate goals; builders who will be able to finance more energy efficiency and renewable energy in new commercial buildings; and citizens who seek reduced greenhouse gas emissions and a healthier environment.

Funding is provided by capital lenders. Lenders work with building owners and contractors to assess qualifications for financing. With 100 percent financing, building owners can take on large projects that can produce immediate savings and preserve cash flow. Capital providers can then bring their lending power to a sector of the market where others have not been able to capitalize on an opportunity.

Eligible improvements can include: Heating, Ventilation and Air Conditioning (HVAC), boilers, solar photovoltaic (PV) systems, high efficiency lighting, insulation, windows, water conservation and energy audits.

FISCAL IMPACT:

None

ENCLOSED DOCUMENTS:

Attachment 1 – Draft Ordinance

STAFF:

Joseph Mondoro, Chief Financial Officer

Kambiz Agazi, Environmental and Energy Coordinator

Scott Sizemore, Director, Revenue Collection Division, Department of Tax Administration

ASSIGNED COUNSEL:

Emily Smith, Assistant County Attorney, Office of the County Attorney

**AMENDMENT TO THE FAIRFAX COUNTY CODE RELATING TO THE
ESTABLISHMENT OF A COMMERCIAL PROPERTY ASSESSED CLEAN ENERGY
FINANCING PROGRAM**

AN ORDINANCE to amend the Fairfax County Code by adding a new chapter numbered 127, relating to the establishment of a Commercial Property Assessed Clean Energy Program.

March 19, 2019

Be it ordained by the Board of Supervisors of Fairfax County:

- 1. The Fairfax County Code is amended by adopting a new chapter number 127 as follows:**

**Chapter 127. Commercial Property Assessed Clean Energy and
Resiliency Program**

ARTICLE 1. - General Provisions.

Section 127-1-1. - Short Title.

This ordinance shall be known as the Fairfax County C-PACE Ordinance.

Section 127-1-2. - Purpose and Authority.

Pursuant to the authority granted in Virginia Code § 15.2-958.3, as amended, any Virginia locality may enact an ordinance authorizing contracts to provide loans for the initial acquisition and installation of eligible clean energy improvements with free and willing property owners of both existing properties and new construction. Such loans may be secured by the placement of a voluntary special assessment lien against the property. After due consideration, the Board of Supervisors hereby determines that a commercial property assessed clean energy financing program will facilitate and encourage the renovation of existing buildings and foster the construction of new buildings with energy or water efficient features or renewable energy facilities, improving the general welfare of, and promoting economic growth in, the County.

Section 127-1-3. – Definitions.

(a) “C-PACE” means Commercial Property Assessed Clean Energy.

(b) “C-PACE Act” means Virginia’s clean energy financing law, codified at Virginia Code § 15.2-958.3, as amended.

- (c) “C-PACE Agreement” means the C-PACE Program Agreement among Property Owner, Capital Provider, and the County, which establishes the terms, conditions, party responsibilities, and repayment obligations related to the C-PACE Assessment and Lien.
- (d) “C-PACE Assessment” means a voluntary special assessment levied against a Property, at a Property Owner’s request, to secure repayment of the C-PACE Loan, including but not limited to any prepayment premiums, delinquent principal, interest, penalties, and fees accrued and related to a C-PACE Loan benefitting the Property.
- (e) “C-PACE Assignment” means a written assignment executed by Capital Provider from time to time without need of consent from Property Owner, which shall be recorded in the Clerk’s Office to evidence Capital Provider’s assignment of the C-PACE Loan.
- (f) “C-PACE Certificate” means a Certificate of Levy and Lien of C-PACE Assessment, which shall (1) be executed by Property Owner, Capital Provider, and the Director of the County’s Department of Tax Administration or his designee, (2) include an amortization schedule of C-PACE Payments necessary to repay the C-PACE Loan, including any Program Fees, (3) include a certification by the County that it has received an executed Property Owner Certification that satisfies the requirements of the C-PACE Act, and (4) be recorded among the land records in the Clerk’s Office to evidence the C-PACE Lien, a form of which C-PACE Certificate is attached to the C-PACE Agreement.
- (g) “C-PACE Documents” means the C-PACE Agreement, C-PACE Loan Agreement, C-PACE Certificate, C-PACE Assignment (if any), and Program Guidelines.
- (h) “C-PACE Lien” means the voluntary special assessment lien that the County is authorized to place against a Property in order to secure a C-PACE Loan, as further described in Article 5 of this Chapter and evidenced by the C-PACE Certificate.
- (i) “C-PACE Loan” means a loan made under the Program by a Capital Provider to a Property Owner to finance a project in accordance with the C-PACE Act, this Ordinance, and the C-PACE Documents.
- (j) “C-PACE Loan Agreement” means the written agreement executed by a Property Owner and a Capital Provider that sets forth the terms and conditions pursuant to which the Capital Provider has agreed to extend, and the Property Owner has agreed to accept and repay, a C-PACE Loan, and any and all authorized modifications, restructurings, extensions, consolidations, amendments and/or assignments thereof.
- (k) “C-PACE Payment” means the installment payments of the C-PACE Loan, due and payable by Property Owner to repay the C-PACE Loan in such amounts and at such times as described in the C-PACE Agreement.
- (l) “Capital Provider” means (1) a third-party individual or entity that has been approved by the Program Administrator in accordance with the Program Guidelines to originate or fund a C-PACE Loan, or (2) the successors or assigns to the original Capital Provider of a C-PACE Loan.
- (m) “Clerk’s Office” means the Clerk’s Office of the Circuit Court of Fairfax County, Virginia.

- 94
95 (n) "DMME" means the Virginia Department of Mines, Minerals and Energy.
96
97 (o) "DMME Guidelines" means the Uniform Statewide Financial Underwriting Guidelines for
98 C-PACE Loans, issued by the PACE Stakeholder Committee organized by DMME on
99 December 1, 2015, as they may be amended from time to time.
100
101 (p) "Delinquent Payment" means any C-PACE Payment not paid when due according to the
102 amortization schedule set forth in the C-PACE Agreement and C-PACE Loan Agreement.
103
104 (q) "Eligible Improvement" means an improvement, renovation, addition, construction,
105 installation, or modification of or to a Property or a building located on a Property, listed in
106 Section 127-2-1.
107
108 (r) "Eligible Property" means assessable real property, located in the County, whether vacant or
109 occupied, improved or unimproved, excluding a condominium project as defined in Virginia
110 Code § 55-79.2 or a residential dwelling with fewer than five dwelling units.
111
112 (s) "Lender Consent" means a written subordination agreement, in a form and substance
113 acceptable to each prior lienholder in its sole and exclusive discretion, executed by the holder
114 of each mortgage or deed of trust lien on the Property and recorded in the Clerk's Office to
115 evidence each senior lender's consent to the C-PACE Loan and to subordinate senior lender's
116 lien on the Property to the C-PACE Payments (as and when each C-PACE Payment becomes
117 due and payable) during the term of the C-PACE Loan.
118
119 (t) "Program" means the County C-PACE financing program established to authorize C-PACE
120 Loans to Property Owners in accordance with C-PACE Act, this Ordinance, and the C-PACE
121 Documents.
122
123 (u) "Program Administrator" means (1) an independent third party (authorized by written contract
124 with the County), which possesses the authority to administer the Program as provided by the
125 C-PACE Act, this Ordinance, and the Program Guidelines.
126
127 (v) "Program Fees" means fees charged to participating Property Owners in accordance with
128 Section 127-3-2 of this Ordinance.
129
130 (w) "Program Guidelines" means those procedures, rules, disclosures, and restrictions
131 promulgated for the governance of the Program.
132
133 (x) "Program Manager" means the County Executive or such person designated in writing by the
134 County Executive to run the Program and act as liaison with the Program Administrator.
135
136 (y) "Property" refers to an Eligible Property for which a C-PACE Loan is applied for or received.
137
138 (z) "Property Owner" means (1) the owner(s) of Eligible Property that voluntarily obtain(s) a
139 C-PACE Loan under the Program, resulting in a C-PACE Assessment and C-PACE Lien on
140 that Property, or (2) a successor in title to a person meeting the definition in (1).
141

(aa) "Property Owner Certification" means a certificate from a Property Owner, certifying that (1) the Property Owner is current on all loan payments secured by a mortgage or deed of trust lien on the Property, (2) the Property Owner is current on all federal, state, and local taxes and there is no federal income tax lien, judgment lien, or other involuntary lien against the Property, and (3) the Property Owner is not insolvent or in bankruptcy or foreclosure proceedings.

(bb) "Total C-PACE Loan Amount" means the total amount of the loan principal, plus all interest, penalties, fees, costs, and other amounts accrued or accruing thereon under the C-PACE Documents.

ARTICLE 2. – Eligible Improvements.

Section 127-2-1. Eligible Improvements under the C-PACE Program.

(a) The Program shall be available throughout the County, provided that the property owner, the property, and the financed improvements all qualify for the Program. The following types of improvements constitute Eligible Improvements, which may be financed with a C-PACE Loan:

- 1) renewable energy production and distribution facilities (e.g., solar photovoltaic, solar thermal, wind, wave and/or tidal energy, and the storage and/or distribution of the energy produced thereby);
- 2) energy usage efficiency systems (e.g., high efficiency lighting and building systems, heating, ventilation and air conditioning (HVAC) upgrades, air duct sealing, high efficiency hot water heating systems, building shell or envelope improvements, reflective roof, cool roof or green roof systems, and/or weather-stripping);
- 3) water usage efficiency improvements (e.g., recovery, purification, recycling, and other forms of water conservation);
- 4) construction, renovation, or retrofitting of a property directly related to the accomplishment of any purpose listed in subsections (1), (2) or (3), above, whether such Eligible Improvement was erected or installed in or on a building or on the ground, it being the express intention of the County to allow Eligible Improvements that constitute, or are part of, the construction of a new structure or building to be financed with a C-PACE Loan; or,
- 5) any other kind of renewable energy production and distribution facility, energy or water efficiency improvement, or other improvement approved by the Program Administrator as qualifying for financing under the C-PACE Act and the Program.

ARTICLE 3. – Program Arrangements; Funding.

Section 127-3-1. - C-PACE Loans.

(a) Source of Funding. C-PACE Loans shall be financed by Capital Providers. The County has no obligation to originate any C-PACE Loans. The County shall not make or guaranty any C-PACE Loans.

- (b) Interest Rate. The interest rate of a C-PACE Loan shall be the rate or rates determined by mutual agreement of the Property Owner and Capital Provider.
- (c) Loan Repayment Period. The time period during which a C-PACE Loan must be repaid will be determined by mutual agreement of the Property Owner and Capital Provider, but may not exceed the later of the weighted average of the useful life of the approved Eligible Improvements, or thirty years.
- (d) Apportionment of Costs. All of the costs incidental to the financing, administration, and collection of the C-PACE Loan shall be borne by the Property Owner.
- (e) Minimum and Maximum Aggregate Amounts. The minimum dollar amount that may be financed with respect to a Property is \$50,000. The maximum aggregate dollar amount that may be financed with respect to a Property is \$50 million or 30 percent of the market value of the Property after it reaches stabilized occupancy as evidenced by an appraisal, whichever is greater. The maximum aggregate dollar amount that may be financed under the Program is \$2.5 billion.
- (f) Application Priority. In the event that requests for approval of loans under the Program appear likely to exceed the maximum aggregate dollar amount that may be financed, priority shall be given to those requests from Property Owners who meet established income or assessed property value eligibility requirements, if any, set forth in the Program Guidelines.
- (g) Use of C-PACE Loan Proceeds. The proceeds of a C-PACE Loan may be used to pay construction, development and consulting costs directly related to an Eligible Improvement Project, including without limitation, the cost of labor, materials, machinery, equipment, plans, specifications, due diligence studies, consulting services (e.g., architectural, engineering, energy, financial and legal), Program Fees, C-PACE Loan fees, capitalized interest, interest reserves, and transaction underwriting and closing costs. The Proceeds of a C-PACE Loan may also be used to finance Eligible Improvements not yet completed.
- (h) Transferability of C-PACE Loan. C-PACE Loans may be transferred, assigned, or sold by a Capital Provider in accordance with the C-PACE Loan Agreement; provided that Capital Provider shall (1) record a C-PACE Assignment in the Clerk's Office, and (2) deliver a copy of the recorded C-PACE Assignment to the County. Recordation of the C-PACE Assignment shall constitute an assumption by the new Capital Provider of the Capital Provider's C-PACE rights and obligations contained in the C-PACE Documents.

Section 127-3-2. – Program Fees.

- (a) Imposition of Program Fees. The Program will be self-financed through Program Fees charged to participating Property Owners. The Program Fees are established to cover the actual and reasonable costs to design and administer the Program, including the compensation of a third-party Program Administrator. Program Fees will be assessed as a percentage fee of the C-PACE Loan paid at closing. The amount(s) of the Program Fees shall be set forth in the Program Guidelines. Program Fees may be changed by the Program Manager from time to time and shall only apply to C-PACE Loans executed after the date the revised Fees are adopted.

Section 127-3-3. – C-PACE Agreement.

- (a) Local Official Authorized to Enter Into Contracts on Behalf of the County. The Program Manager is authorized to execute C-PACE Documents on behalf of the County.
- (b) Draft Contract. A draft C-PACE Program Agreement is included as Appendix A to this Ordinance. The Program Administrator may approve modifications to the form of the C-PACE Agreement in Appendix A that it deems to be insubstantial; any proposed modifications to the form that the Program Administrator deems to be substantial shall be referred to the Program Manager, who shall have final authority to approve such modifications.
- (c) Loan Agreements; Order of Precedence. Capital Providers may use their own form of loan financing documents as and for the C-PACE Loan Agreement, but the provisions of the C-PACE Loan Agreement may not conflict with the provisions of this Ordinance.
- (d) Amendments. After a C-PACE Loan has closed, the C-PACE Agreement, C-PACE Loan Agreement, and C-PACE Certificate may not be amended without the written consent of either the Program Manager or Program Administrator, which consent will not be unreasonably withheld. A transfer, assignment, or sale of a C-PACE Loan in accordance with the C-PACE Loan Agreement executed by a Property Owner and a Capital Provider is not considered an amendment within the scope of this subparagraph.

ARTICLE 4. – Voluntary Assessment and Lien; Enforcement.

Section 127-4-1. - C-PACE Voluntary Special Assessment Lien.

- (a) At the request of a Property Owner as evidenced by Property Owner's execution of a C-PACE Agreement, the County will place a C-PACE Lien against the Property identified in the C-PACE Agreement. The amount of the C-PACE Lien will be equal to the Total C-PACE Loan Amount.
- (b) The C-PACE Lien will be evidenced by the recordation of a C-PACE Certificate in the Clerk's Office.
- (c) A recorded C-PACE Lien shall have the same priority status as a property tax lien against real property, except that it shall have priority over any previously recorded mortgage or deed of trust lien only if prior to the recording of the special assessment lien (i) Property Owner has obtained any necessary Lender Consent and (ii) the Property Owner has delivered an executed Property Owner Certification to the County in connection with the C-PACE Loan closing.
- (d) Only the current and delinquent C-PACE Payments, together with all due but unpaid interest, late fees and penalties, of a C-PACE Assessment shall constitute a first lien on the Property, on par with real property tax liens.
- (e) The C-PACE Lien shall run with the land and that portion of the C-PACE Assessment under the C-PACE Agreement that has not yet become due shall not be eliminated by foreclosure of a real property tax lien.

Section 127-4-2. – Enforcement by County.

- (a) Delinquent C-PACE Payments may be subject to penalties and interest, in such amounts agreed to by Property Owner and Capital Provider in a C-PACE Loan Agreement. Penalties and interest on delinquent C-PACE Payments shall accrue in the same manner as delinquent real property taxes.
- (b) In the event a Property Owner fails to make any C-PACE Payment when due in accordance with the C-PACE Certificate, the C-PACE Loan Agreement or related documents, the County will enforce the C-PACE Lien for the amount of the delinquent C-PACE Payment(s), including all penalties, interest, and any costs of collection accrued thereon in the same manner that a property tax lien against real property may be enforced. All collection and enforcement costs, expenses, interest, and penalties incurred by the County or Capital Provider, as applicable and consistent with the Act, will (1) be added to the delinquent C-PACE Payments being collected, (2) become part of the aggregate amount sued for and collected, (3) be added to the C-PACE Loan, and (4) be secured by the C-PACE Lien. Notwithstanding the foregoing, nothing herein shall prevent the Capital Provider from enforcing the C-PACE Lien to the extent permitted by the Act or general law. The County shall remit to the Capital Provider all amounts due to the Capital Provider and collected pursuant to the enforcement of a delinquent C-PACE Payment, less actual costs incurred by the County to enforce the C-PACE Lien.

Article 5. – Program Administrator.

Section 127-5-1. - Program Administrator; Program Guidelines.

- (a) The County will enter into a written contract with a third-party Program Administrator pursuant to the County's procurement process.
- (b) The principal duties of the Program Administrator may include (without limitation) the following: (i) creating the Program Guidelines and modifying the Program Guidelines as necessary; (ii) processing C-PACE applications to determine eligibility for a C-PACE Loan and related Eligible Improvements; (iii) promoting the Program; and (iv) certifying that prospective C-PACE service providers and Capital Providers are eligible to participate in the Program.
- (c) Program Guidelines shall be developed by the Program Administrator under the direction of, and in consultation with the Program Manager. The Program Administrator may modify the Program Guidelines from time to time subject to the approval of the Program Manager and in accordance with the intent and purpose of the C-PACE Program as approved by the Board. The Program Guidelines shall include, but not be limited to the following:
 - (1) Disclosures about C-PACE Program Fees, requirements and procedures;
 - (2) Eligibility requirements for participation in the Program by Property Owners, Capital Providers, contractors, and others. Eligibility of Property Owners shall be contingent upon submission of a Property Owner Certification and any necessary Lender Consents;

- 318 (3) Technical assessment requirements, which may be based on the size and type of the
 319 building and the size and scope of the proposed Eligible Improvements;
 320
 321 (4) DMME Guidelines or other appropriate underwriting guidelines consistent with this type
 322 of Program; and
 323
 324 (5) Template Program forms, including but not limited to, the program application, Property
 325 Owner Certification, and C-PACE Assignment.
 326
 327 (d) The Program Guidelines and any subsequent amendments thereto shall become effective only
 328 (1) to the extent that the Program Guidelines do not contravene this Ordinance, and (2) after
 329 review by the County Attorney and written approval by the Program Manager.
 330
 331 (e) The Program Administrator (1) will endeavor to conduct a competitive, open-market Program,
 332 available to all pre-certified Capital Providers, contractors, engineers, and consultants who
 333 apply to provide services or funding for the Program, and (2) shall not grant any Capital
 334 Provider or service provider an exclusive right to provide services or funding for the Program.
 335
 336

337 **Article 6. – Limitation of Liability.**

338 **Section 127-6-1. - Limitation of Liability.**

340
 341 Property Owners and Capital Providers participate in the Program at their own risk. By
 342 executing a C-PACE Agreement or any other C-PACE Document, or otherwise participating in
 343 the Program, each Property Owner, Capital Provider, contractor or other party or participant
 344 hereby acknowledges and agrees, for the benefit of the County and as a condition to the County's
 345 authorization of each C-PACE Loan, that: (a) the County does not undertake any obligations under
 346 or in connection with the C-PACE Act, this Ordinance, the Program Guidelines, or any C-PACE
 347 Document, except as expressly stated therein or herein, and no implied covenants or obligations
 348 of the County exist; (b) the C-PACE Loan, C-PACE Lien, C-PACE Payments, and any other
 349 obligations arising from any C-PACE Document, the C-PACE Act, and this Ordinance: (1) are not
 350 backed by any credit of the County, or any taxes, taxing power, or governmental funds, and (2)
 351 shall not constitute an indebtedness of the County within the meaning of any constitutional or
 352 statutory debt limitation or restriction; (c) the County has not made any representations, financial
 353 or otherwise, regarding the Property Owner, the Capital Provider, the Property, or the Eligible
 354 Improvements; (d) the County makes no representation or warranty as to, and assumes no
 355 responsibility with respect to, the accuracy or completeness of any C-PACE Lien; (e) the County
 356 assumes no responsibility or liability for approved Eligible Improvements, or the planning,
 357 construction or operation thereof, and (f) each Property Owner, Capital Provider, contractor and
 358 other C-PACE participant in the Program shall comply with all applicable requirements of the
 359 C-PACE Act, this Ordinance, and the C-PACE Documents.
 360
 361

Appendix A to Fairfax County C-PACE Ordinance

C-PACE PROGRAM AGREEMENT

THIS C-PACE PROGRAM AGREEMENT (this "Agreement"), is made and entered into this ____ day of _____, 20____, by and among the County of Fairfax, Virginia ("County"), _____, a _____, ("Capital Provider"), and _____, a _____, ("Property Owner"), and is attached to and made a part of that certain C-PACE LOAN AGREEMENT dated as of the same date made by and between Capital Provider and Property Owner.

RECITALS

WHEREAS, Property Owner owns all that certain real property together with all improvements, buildings, and other structures thereon, and appurtenances thereto, lying in the County and commonly known as [Address], as more fully described in Exhibit A (the "Property");

WHEREAS, the Commonwealth of Virginia has authorized its localities to establish commercial property assessed clean energy programs under Section 15.2-958.3 of the Code of Virginia of 1950, as amended (the "Act"). In conformance with the Act, the County has enacted Chapter 127 of the Fairfax County Code (the "Ordinance") to create the Fairfax County Commercial Property Assessed Clean Energy (C-PACE) Financing Program (the "Program"), the requirements of which are set forth in the Ordinance and the Program Guidelines promulgated thereunder;

WHEREAS, pursuant to the terms of the Program, County has approved Property Owner's application for constructing improvements upon or renovating the Property to increase energy or water usage efficiency, installing a renewable energy production or distribution system to service the Property, or otherwise improving the Property as contemplated by the Act, as generally described in Exhibit C (the Project);

WHEREAS, Capital Provider has agreed to make a C-PACE Loan to Property Owner to finance the Project (the "C-PACE Loan");

WHEREAS, the Project consists of Eligible Improvements as defined in the Ordinance, which allows the County, at Property Owner's request, to impose a voluntary special assessment lien equal in amount to the Total C-PACE Loan Amount against the Property in order to secure the C-PACE Loan authorized under the Program;

WHEREAS, pursuant to the Program the County may collect Property Owner's payments under the C-PACE Loan Agreement on Capital Provider's behalf as C-PACE Payments;

WHEREAS, pursuant to the Act and the Ordinance the County entered into a contract with [Program Administrator name] ("Program Administrator") for Program administration services;

WHEREAS, the Program Manager is authorized to enter into this Agreement on behalf of the County pursuant to the Ordinance;

NOW, THEREFORE, for and in consideration of the making of the C-PACE Loan, County approval of the Project, and the financing arrangements between Capital Provider and Property Owner, and other good and valuable consideration, receipt and sufficiency of which are hereby acknowledged, Capital Provider, Property Owner, and County agree as follows:

AGREEMENT

ARTICLE 1 – DEFINITIONS

1.01. Any and all capitalized terms used in this Agreement that are not specifically defined herein shall have the meanings set forth in the Ordinance.

ARTICLE 2 – C-PACE FINANCING

2.01. Financing of Project. Capital Provider will provide financing for the Project in accordance with the C-PACE Loan Agreement. The C-PACE Loan amount includes a Program Fee of \$_____, payable at closing. Capital Provider shall remit the Program Fee to the Program Administrator within ten days of closing.

2.02. C-PACE Special Assessment Lien. For the benefit of Capital Provider in order to secure the C-PACE Loan, County agrees to levy a C-PACE Assessment and place a C-PACE Lien on the Property. The C-PACE Lien shall be equal in amount to the Total C-PACE Loan Amount, as set forth in the C-PACE Certificate attached hereto as Exhibit B, which shall include the C-PACE Loan amortization schedule. After the execution of this Agreement Capital Provider will promptly record the Certificate in the Clerk's Office and provide a copy of the recorded Certificate to the County. As long as the C-PACE Loan Agreement is in force, the current C-PACE Payment together with any delinquent C-PACE Payment (including all due but unpaid interest, late fees, and penalties) shall constitute a first lien on the Property, on par with property tax liens against real property. The C-PACE Lien shall run with the land and that portion of the C-PACE Assessment that has not yet become due shall not be eliminated by foreclosure of a property tax lien on the Property.

2.03. C-PACE Loan Terms and Assessment Payments. Property Owner shall repay the C-PACE Loan by making C-PACE Payments to Capital Provider in accordance with the amortization schedule set forth in the C-PACE Certificate, as may be amended to the extent permitted under the Ordinance and the C-PACE Loan Agreement. In the case of a conflict between the terms of the C-PACE Loan Agreement and the Certificate, the Certificate shall control. Capital Provider shall be responsible for (i) preparing all documentation in respect of the C-PACE Loan, this Agreement, the Certificate, and any assignment or amendment of any of the foregoing documentation allowed under the Ordinance and the C-PACE Loan Agreement, and (ii) presenting such documentation to the Program Administrator prior to the execution or any assignment or amendment thereof.

2.04. Assignment of the C-PACE Loan. In accordance with the Ordinance, and to the extent provided in the C-PACE Loan Agreement, Capital Provider shall have the right to transfer and assign all of its rights and obligations under the C-PACE Documents to one or more successor Capital Providers. An assignment by Capital Provider shall be evidenced by a C-PACE Assignment. The County shall not be obligated under Section 3.02 of this Agreement to remit any payment related to the C-PACE Loan to a new Capital Provider unless a recorded copy of the C-PACE Assignment has been provided to the County and the Program Administrator at least thirty

days before the such payment is due. Recordation of the C-PACE Assignment shall constitute an assumption by the new Capital Provider of the Capital Provider's C-PACE rights and obligations contained in the C-PACE Documents.

ARTICLE 3 – DEFAULT AND REMEDIES

3.01. Default by Property Owner; Penalties and Interest. Failure by Property Owner to make any C-PACE Payment when due shall constitute a default under this Agreement. Delinquent Payments shall be subject to penalties and interest, as set forth in the C-PACE Loan Agreement. Interest on Delinquent Payments shall accrue from the first day following the day such Delinquent Payment was due and shall be collected upon the principal and penalties of all C-PACE Payments then remaining unpaid.

3.02. Remedies. In addition to the remedies available to Capital Provider under the terms of the C-PACE Loan Agreement, the County shall institute legal action to collect Delinquent Payments in accordance with the C-PACE Loan Agreement, the Ordinance, and Title 58.1, Chapters 32 and 39 of the Code of Virginia, as amended, which enforcement action may include conducting a tax foreclosure sale of the Property by public auction. In addition to the C-PACE Payments and Delinquent Payments due to Capital Provider, the County shall be entitled to recover its costs and expenses, including reasonable attorneys' fees and costs, in the same manner as in a suit to collect delinquent real estate taxes. All collection and enforcement costs, expenses, interest and penalties incurred by Capital Provider and the County shall (i) be added to the Delinquent Payments being collected, (ii) become part of the aggregate amount sued for and collected, (iii) be added to the C-PACE Assessment, and (iv) be secured by the C-PACE Lien. The County shall remit to Capital Provider all amounts due to Capital Provider and collected pursuant to the enforcement of a Delinquent Payment, less actual costs incurred by the County to enforce the C-PACE Lien.

3.03. Waiver of Certain Defenses; Confession of Judgment. By executing this Agreement, and as a condition of approval of the Project under the Program and the Ordinance, Property Owner hereby:

(a) waives all defenses, affirmative or otherwise, to a foreclosure action brought for the nonpayment of any C-PACE Payment;

(b) agrees to provide a confession of judgment if requested by the County or Capital Provider.

ARTICLE 4 – ADDITIONAL COVENANTS AND AGREEMENTS

4.01. Program Compliance. Property Owner represents and warrants that it has and will comply in all respects with the Act, the Ordinance, and the Program Guidelines.

4.02. Indemnification. Without limitation of any other obligation or liability of Property Owner or any right or remedy of Capital Provider or the County contained herein or in the C-PACE Loan Agreement, Property Owner agrees to indemnify and hold harmless Capital Provider and the County, as well as their respective directors, officers, employees, agents, subsidiaries and affiliates (each, an "Indemnified Party"), from and against all damages, losses, settlement payments, obligations, liabilities, claims, suits, penalties, assessments, citations, directives, demands, judgments, actions or causes of action, whether statutorily created or under the common law,

including all costs and expenses (including, without limitation, reasonable fees and disbursements of attorneys, engineers and consultants) and all other liabilities whatsoever (including, without limitation, liabilities under any applicable environmental laws, regulations or rules) which shall at any time or times be incurred, suffered, sustained or required to be paid by any such Indemnified Party (except any of the foregoing which result from the negligence or willful misconduct of the Indemnified Party) on account of or in relation to or in any way in connection with any of the arrangements or transactions contemplated by, associated with or ancillary to this Agreement, or any other documents executed or delivered in connection herewith or therewith, all as the same may be amended from time to time, whether or not all or part of the transactions contemplated by, associated with or ancillary to this Agreement or any such other documents are ultimately consummated, resulting from any conduct, act or failure to act by Property Owner or its affiliates or related parties. In any investigation, proceeding or litigation, or the preparation therefor, Capital Provider and the County shall each select its own counsel and, in addition to the foregoing indemnity, Property Owner agrees to pay promptly the reasonable fees and expenses of such counsel. In the event of the commencement of any such proceeding or litigation, Property Owner shall be entitled to participate in such proceeding or litigation with counsel of its choice at its own expense; provided that such counsel shall be reasonably satisfactory to Capital Provider and the County. This section shall survive the execution, delivery, performance of this Agreement, repayment of the C-PACE Loan, and the extinguishment of the C-PACE Lien.

4.03. C-PACE Enforceability; Severability. If (a) the C-PACE Act, the Ordinance, the C-PACE Documents, and/or any material provisions thereof are found by a court of competent jurisdiction to be illegal or otherwise unenforceable such that the C-PACE Loan and/or C-PACE Lien are not enforceable or otherwise not collectible in the manner set forth in the C-PACE Act or the C-PACE Documents for any reason, or (b) an action is brought by any person to have the C-PACE Act, the Ordinance, the C-PACE Documents, and/or the C-PACE Lien challenged, nullified or overturned, and during the pendency of the action, the C-PACE Documents and/or the C-PACE Lien may not be enforceable or collectible as contemplated under the C-PACE Act, then Property Owner (i) shall continue to make the C-PACE Payments as required under the C-PACE Documents, and (ii) shall execute any and all documentation necessary to perfect and enforce the C-PACE Documents and the C-PACE Lien as may be required by Capital Provider or the County. If any one or more of the provisions of this Agreement shall be found to be invalid, illegal or unenforceable in any respect or to any extent, such finding shall not affect the validity, legality or enforceability of the remaining provisions of this Agreement.

ARTICLE 5 – MISCELLANEOUS

5.01. Amendment. This Agreement may be amended only by written agreement of the County, Property Owner, and Capital Provider.

5.02. Execution in Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original and all of which together shall be deemed a single agreement.

5.03. Governing Law; Venue. This Agreement and its terms, including, but not limited to, the parties' obligations under it, the performance due from each party under it, and the remedies available to each party for breach of it, shall be governed by, construed, and interpreted in accordance with the laws of the Commonwealth of Virginia. Any jurisdiction's choice of law, conflict of laws, rules, or provisions, including those of the Commonwealth of Virginia that would

cause the application of any laws other than those of the Commonwealth of Virginia shall not apply. Any and all disputes, claims and causes of action arising out of or in connection with this Agreement or any performance hereunder, shall be brought in the state courts of Fairfax County, Virginia, or in the United States District Court, Eastern District of Virginia, Alexandria Division.

5.04. No Waiver of Governmental Immunity. Nothing in this Agreement shall be construed to waive, limit, or otherwise modify any governmental immunity that may be available by law to the County, its officials, employees, contractors, or agents, or any other person acting on behalf of the County.

5.05. Successors and Assigns; No Third-Party Beneficiaries. This Agreement is binding upon and made for the benefit of Capital Provider, Property Owner, and County, and their respective successors and permitted assigns, and no other person or persons shall have any right of action hereunder.

IN WITNESS WHEREOF, Property Owner, Capital Provider, and County have executed this Agreement as of the date first written above by and through their duly authorized representatives.

[CAPITAL PROVIDER]

By: _____

Name:

Title:

[PROPERTY OWNER]

By: _____

Name:

Title:

COUNTY

By: _____

Name:

Title: Program Manager

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EXHIBIT A
LEGAL DESCRIPTION OF THE PROPERTY

EXHIBIT B
CERTIFICATE OF LEVY AND LIEN OF C-PACE ASSESSMENT

At the request and with the consent of [Property Owner Name], a [insert state of formation and type of entity] (the "Property Owner"; index as Grantor), the undersigned officer of the COUNTY OF FAIRFAX, VIRGINIA (the "County"; index as Grantee), acting pursuant to authority granted under the County's Commercial Property Assessed Clean Energy Financing Program established pursuant to Section 15.2-958.3 of the Code of Virginia (the "C-PACE Act") and Chapter 127 of the Fairfax County Code (the "Ordinance"), HEREBY, ON BEHALF OF [CAPITAL PROVIDER] ("Capital Provider"), LEVIES A SPECIAL ASSESSMENT AGAINST AND LIEN UPON certain real property commonly referred to as [Property address] and more particularly described in **Schedule I** to this Certificate (the "Property"), situated in the County and owned on the date hereof by Property Owner. This levy and lien shall secure the repayment of a C-PACE Loan made by Capital Provider to finance one or more Eligible Improvements under the Ordinance, disbursed pursuant to that certain C-PACE Loan Agreement between Property Owner and Capital Provider dated as of [date], as it may be amended pursuant to the Ordinance.

This levy and lien are made in accordance with, and subject to the provisions of, the C-PACE Act, the Ordinance and the C-PACE Loan Agreement and related documents. Upon the transfer or conveyance of the Property, each subsequent owner of the Property, by accepting title to the Property, assumes and agrees to perform all of the obligations and covenants set forth herein and in the C-PACE Agreement (the "C-PACE Agreement") among Property Owner, Capital Provider, and County dated as of [date], and each other document referenced therein, including, without limitation, making the installment payments described below, from and after the date such owner acquires title to the Property. This levy and lien and is based on the principal amount of the C-PACE Assessment of \$ [redacted], with interest thereon at a fixed rate equal to [redacted], calculated on a [redacted] / [redacted] basis, with equal installments of principal and interest due and payable in the amounts and at the times set forth in the amortization schedule attached as **Schedule II**, which shall control over any conflicting amounts set forth in the C-PACE Loan Agreement. In the event that any installment payment is not paid when it becomes due and payable, interest and penalties shall accrue upon the unpaid installment(s) at the lesser of (i) the rates and amounts provided for in the C-PACE Loan Agreement or (ii) the maximum annual rate permitted under law. At such time as the payments of this special assessment have been satisfied and paid in full, County shall file at the expense of the Property Owner a release of this Certificate in the land records of the County.

This Certificate constitutes a certificate of lien and is filed pursuant to the provisions of the C-PACE Act, the Ordinance, and the C-PACE Agreement to evidence a lien for the special assessment authorized thereby. Pursuant to the Act and the Ordinance, the lien shall have the same priority status as a lien for taxes of the County on real property. The Certificate and the levy and lien set forth herein shall run with the land and shall be binding upon Property Owner and its heirs, executors, administrators, successors, and assigns.

THE LIEN SET FORTH IN THIS CERTIFICATE SHALL NOT HAVE PRIORITY OVER ANY PREVIOUSLY RECORDED MORTGAGE OR DEED OF TRUST LIEN ON THE PROPERTY UNLESS A WRITTEN SUBORDINATION AGREEMENT IS EXECUTED BY THE HOLDER OF EACH EXISTING MORTGAGE OR DEED OF TRUST LIEN. EACH SUCH SUBORDINATION AGREEMENT IS ATTACHED HERETO AND MADE A PART HEREOF,

OR HAS PREVIOUSLY BEEN RECORDED. By executing this Certificate, the undersigned officer is certifying that the County has received evidence from Property Owner that: (i) Property Owner is current on payments on loans secured by a mortgage or deed of trust lien on the property and on property tax payments, (ii) Property Owner is not insolvent or in bankruptcy proceedings, and (iii) Property Owner's title to the Property is not in dispute.

Dated at _____, Virginia this _____ day of _____, 20__.

Director, Fairfax County Department of
Tax Administration

COMMONWEALTH OF VIRGINIA

CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 20__ by _____ as Director, Fairfax County Department of Tax Administration, on behalf of the County of Fairfax.

Notary Public

My commission expires: _____

Notary registration no.: _____

[CAPITAL PROVIDER]

By: _____

Name:

Title:

COMMONWEALTH OF VIRGINIA

CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 20__ by _____ as _____, on behalf of the Capital Provider.

Notary Public

My commission expires: _____

689 Notary registration no.: _____

690

691

692 [PROPERTY OWNER]

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694

695 By: _____

696 Name:

697 Title:

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699 COMMONWEALTH OF VIRGINIA

700 CITY/COUNTY OF _____, to-wit:

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702 The foregoing instrument was acknowledged before me this ____ day of _____,
703 20__ by _____ [as _____, on behalf of the Property
704 Owner].

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706

707 _____
Notary Public

708 My commission expires: _____

709 Notary registration no.: _____

710

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713 Received for Record: _____, 20__ at _____ A.M./P.M.

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715 Recorded in the Fairfax County Land Records at Book _____, Page _____

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718 _____
Clerk

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SCHEDULE I
[PROPERTY DESCRIPTION]

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SCHEDULE II
[C-PACE LOAN AMORTIZATION SCHEDULE]

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EXHIBIT C
[PROJECT DESCRIPTION]