

- We need a transportation plan for Tyson's and the county: In Tyson's the board's majority authorized the largest density increase in our history without having a transportation plan or a way to fund one - we have imposed development requirements of approximately \$27 a square foot but transportation took a back seat - we need to focus those developer contributions on transportation and not on government subsidized affordable housing for those making up to \$120K a year, green roofs and promises not to drive.
- We need to account for the impact of Phase II of Dulles Rail: It has large capital and operating fund requirements. The tolls have the potential to double to \$4.50 next year and be almost \$7.00 in 2018 according to the new projections. Will these tolls drive businesses out of the Dulles corridor and produce gridlock on the other routes in the corridor? I've asked the Board to study both, but they have refused. We also desperately need to reform the MWAA Board - the recent PLA shenanigans will export jobs on Phase II outside the region and increase the project's cost. This is important to you even if you do not use this corridor because that is where the bulk of our commercial tax base is. We need to do everything we can with the time left to negotiate the best deal possible with MWAA for our county taxpayers and Dulles corridors' users and businesses.
- We face the impact of potential cuts in federal employment and federal contracting:
- We need to address our pension costs: the County Executive says they are unsustainable yet the board majority is currently only prepared to make tiny tweaks. Pension costs were the largest contributing factor to the reason homeowners' taxes doubled from 2000 to 2007- we need to get them under control.
- We must reform our proffer process to focus on our priorities of transportation and education instead of green roofs and government subsidized affordable housing for those making up to \$120,000.
- Our county employees, our most important asset, have not had a pay for performance or step increase in three years and morale is wearing thin.
- Our schools have large capital improvement needs that must be addressed to keep our schools the best in the nation.

I will continue to address these challenges with the same common sense approach I have over the last four years but we need to keep our powder dry. I believe we can do better than this budget. We need to set priorities in everything we do.

- We need to focus our education resources into the classroom and on the kids and the teachers. An auditor for the School Board would help them meet the challenge.
- As the County Executive recently stated we have done a good job of telling him what to do - we need to tell him what not to do - it's time to get back to priorities.
- We need to look at the cost of regulation - the cost to the County, the cost to housing, the cost to our businesses and the cost to our residents.
- We need to take a serious look at our pension plan and start addressing for new employees - for both cost reasons and because the workforce has changes - defined contribution plans are portable and fewer new employees are looking to stay with one organization their entire career.
- We need to continue to look at public-private partnerships.
- We need to find from existing resources the funding for pay for performance, step, or loyalty increases for our county employees.

I believe we can do this and decrease the tax burden on the average homeowner.

I have said it before, but it is worth saying again that our future success in Fairfax County is not preordained, and we must work hard every year to insure our future success and do all we can to make the best decisions as elected officials as possible. I look forward to your thoughts and comments.

Some General Assembly Successes

While the General Assembly session is not entirely finished and the Governor has not signed all of the bills, I wanted to give you an update on some of the legislation that I was involved with this year:

Allowing Fairfax County to Enforce a Prohibition on Illegal Road Signs

Last fall the Board approved my request to support legislation that would allow the county to end the blight of illegal road signs in Fairfax County. You can read [more details here](#). Delegate Dave Albo's bill, HB34, removed a provision in state law which prohibited Fairfax County from removing signs from the roads. The bill overwhelmingly passed the House and the Senate, and was signed by the Governor. Now, the ball is in the County's court. The Board of Supervisors must now take action to establish a program that would enforce the law and collect illegal signs, as well as assessing penalties for violating the law. Once the County enters into an agreement with the Commonwealth Transportation Board, we can begin policing our own roads and cracking down on this problem.

In the coming months, I will be working through the Board of Supervisors to ensure that the blight of illegal road signs is ended in an efficient and cost-effective manner. We can accomplish this by reaching out to our community partners that are already keeping their roads clean such as the Fair Lakes League and the Burke Center Conservancy. We can expand these public-private partnerships to cut the cost of enforcement for the County. We can also make this a cost effective endeavor by ensuring that those who break the law pay the fines and all proceeds go back into the enforcement program.

Transportation & Congestion

One of the bills that went relatively unreported this session was a bill sponsored by Delegate Jim LeMunyon that would add a congestion report to the analysis of any transportation project in Northern Virginia. This bill would essentially allow decision makers to know how much congestion would be reduced on a per dollar basis. This piece of information could then be taken into consideration when scarce funding is being allocated. I applaud Del. LeMunyon for proposing this commonsense piece of legislation. I sent letters in support and spoke with several legislators about this bill and was very vocal in my support of it. It has passed the House and the Senate.

MWAA & Project Labor Agreement

There were several bills I worked to get passed concerning Dulles Rail Phase II, MWAA, and the Project Labor Agreement (PLA). In short, Delegate Barbara Comstock and Delegate Tim Hugo proposed a bill, HB33, which would prohibit any requirement for or any preference for a PLA for any Virginia public procurement project. The bill as passed will guarantee a fair procurement process by eliminating a requirement for a PLA in public procurements. This would ensure that every bid be evaluated on the merits of their proposal. It will ensure lower costs on Phase II and allow Virginia workers and businesses a level playing field.

I also strongly supported Delegates Joe May and Randy Minchew's HB1245 which would have ensured Virginia be given more representation on the MWAA Board, the body which is governing the construction of the Silver Line and regulates toll rates on the Dulles Toll Road. I supported this legislation because both airports and the toll road, the only public bodies under control of MWAA, are located in Virginia. It does not make sense that Maryland, the District of Columbia, and the federal government are given such a large representation on the MWAA Board. The bill that did pass will go into effect on July 1st and will allow Virginia to continue to address the MWAA Board.

Local Government Mandate Review

I had the honor of chairing the Governor's Task Force for Local Government Mandate Review which first met in November of 2011 ([see here for more](#) details on the Task Force's mission). Senator Steve Newman and Delegate Kathy Byron sponsored the Governor's omnibus mandate relief bill (HB 1295 and SB 679). I testified and worked for passage of this common sense bill, which passed overwhelmingly (House 89-0 / Senate 35-3) which represents the largest repeal of mandates in state history.

In addition to the omnibus bill above, mandate relief recommendations from the Task Force report was passed in individual legislation sponsored by legislators like Delegate David Bulova. His bill to eliminate the needless second review at VDOT Headquarters of secondary road projects and leave approval at the district level passed the House and Senate and was supported by the Board. Delegate Bulova anticipates 85% of our secondary road projects could be reviewed and receive final approval at the district level and not have to go to Richmond for a time consuming and expensive second review.

These are in addition to the mandates that will be eliminated by the Governor administratively in the coming months. The work of the Task Force is not done and unfortunately the General Assembly has passed a new slate of mandates for us to work on repealing.

The Budget

Looking ahead, the General Assembly has been called into special session to tackle the state budget. It is important that the General Assembly work together to pass a state budget. A delay in implementation could adversely impact every local government, some which are heavily depend on funding from the state. The Lieutenant Governor has announced that he is unable to break a tie vote in the budget bill, which means that Republicans and Democrats will have to work together in the Senate to avoid a shutdown of the state government.

I have every confidence that the partisan politics that plagues our nation from across the Potomac will not take root in the General Assembly. The Senate, the House of Delegates, and the Governor all want to see a budget bill pass that does the most good for the most Virginians. I believe this will happen in a cordial and responsible manner.

Fairfax County Parkway Town Hall Postponed

Due to my pending open heart surgery I have decided to postpone the Parkway Town Hall meeting that was scheduled for April 17th. I will update you with a new date as soon as I am back to full health.

Fairfax County Parkway to be Repaved - Community Meetings

Last September I moved that the Board ask the state to convert the Fairfax County Parkway (and Franconia-Springfield Parkway) from a secondary to a primary road in the state system. This should lead to an increase in construction and maintenance efforts by the Virginia Department of Transportation (VDOT). I was tired of explaining that Route 123 had been repeatedly paved as stimulus money was limited to primary roads. The motion was successful, and approved by the Commonwealth Transportation Board in February; now we are starting to reap the rewards.

The Virginia Department of Transportation plans to repave the Fairfax County Parkway between Route 7 in Dranesville and Rolling Road in Springfield. The work will take place primarily at night and on weekends and will require lane closures and occasional detours.

Before work starts, VDOT will be holding community meetings along the corridor to share information regarding the work plan and schedule. Each meeting will begin at 7 p.m.

- April 11: Armstrong Elementary School, 11900 Lake Newport Road, Reston
- April 17: Robinson Secondary School, 5035 Sideburn Road, Fairfax
- April 24: VDOT District Office, 4975 Alliance Drive, Fairfax
- May 2: West Springfield High School, 6100 Rolling Rd, Springfield

While work will begin in April and be complete in October, the heaviest traffic impacts will be scheduled from June until Labor Day, when Fairfax County schools are out for the summer. The northern section of the Parkway will be repaved first, from Route 7 to Baron Cameron Avenue.

Sections of the Parkway being excluded from the repaving project include the construction zone area at Fair Lakes Parkway and locations that were paved in the last five years. I would like to extend my appreciation to VDOT's NOVA District staff for getting this much-needed project funded and for moving forward on it so quickly.

Feedback Sought On FCPS Facilities

Fairfax County residents are invited to provide input for a long-term strategic plan that will help Fairfax County Public Schools prepare for critical facilities issues facing the school system in the next decade, including increasing enrollment, the availability of space to meet needs, and adequate funding to meet maintenance, renovation, and construction needs. The School-Board appointed Facilities Planning Advisory Council (FPAC) is developing the new strategic plan and encourages parents and all residents to participate in community meetings on:

Tuesday, April 24, 7-9 p.m.: Carson Middle School cafeteria, Herndon and Glasgow Middle School cafeteria, Alexandria

Tuesday, May 22, 7-9 p.m.: Whitman Middle School cafeteria, Alexandria and Robinson Secondary School blue cafeteria, Fairfax

The facilities strategic plan is driven by issues identified in FPAC's careful evaluation of the current conditions and input from residents at a series of listening tours FPAC held in spring

and fall 2011: space utilization (enrollment, capacity, and programs), operations and maintenance, capital improvement, community use, and communications.

Those interested in attending any of the community sessions can register at <https://www.surveymonkey.com/s/FPACstrategicplancommunitymeetings>.