Fairfax County Public Schools Adopts New Management Strategy

The Fairfax County Public Schools (FCPS) Board has adopted a new management strategy referred to as Strategic Governance. Dr. Charles Dane, Federation Education Committee Chair, attended the work sessions by the FCPS School Board. The mission, vision, and goals have been established and can be viewed on the FCPS website, www.fcps.edu. Scroll down to “Continuing Interest” and click on Strategic Governance.

Both the School Board, the Superintendent, and his staff have been working extremely hard and thoughtfully in the development and implementation of this strategy and will continue this initial effort during the coming year.

There are two important changes that will occur as a result of this new system. The old system established specific targets, usually 10, e.g., reduce the number of trailers (these targets often changed from year to year), and the Superintendent was then held accountable for achieving or progress towards these targets.

The new Strategic Governance system establishes broad goals. Then the Superintendent and School Board agree on sub-goals and the measurements necessary to monitor the annual achievement or annual progress toward these sub-goals and, by extension, the goals. Presumably, these goals and sub-goals remain the same from year-to-year. While this is a change in the way that the School Board holds the Superintendent accountable, this aspect indirectly affects the students. However, the other changes with this new system, i.e., establishing additional goals, will directly affect some of the courses in the curriculum and the way that many courses (both those directly created to address the new goals and other courses) are taught.

Dr. Charles Dane
Federation Education Committee Chair

Federation Membership Renewals Due

It is not too late to renew your community’s membership in the Fairfax County Federation of Citizens Associations for the coming year.

If your community still needs to renew for the 2006 - 07 year, you can print a membership application/renewal form off the Federation website, www.fairfaxfederation.org. For a paper copy of the application, or if you have questions or need additional information on your community’s membership in the Federation, please contact Jeffrey Parnes, First Vice President and Membership Chairman, at (703) 904-0131 or at jparnes@cox.net.

We look forward to receiving your community’s membership renewal and your participation in the collective voice of the Federation this year.

www.fairfaxfederation.org
Fairfax County Federation of Citizens Associations
Draft Resolution
Army’s Preferred BRAC Alternative for Fort Belvoir
(for membership consideration and approval after the
October 19, 2006 Dinner Forum)

Whereas, the United States Army’s preferred Base Realignment
and Closing (BRAC) alternative for Fort Belvoir has identified a
number of “Off-Post” transportation improvements that are
needed to mitigate the impacts BRAC will have on the
surrounding Fairfax County transportation infrastructure; and

Whereas, the preferred BRAC alternative would locate most of
the new 22,000 employees and a proposed Army Museum on
the Engineering Proving Grounds (EPG) to the west of I-95,
thereby establishing a “Fort Belvoir No. 2” that would double the
size of the Fort and extend the installation and impacts into the
Springfield area; and

Whereas, the Army must immediately develop an
implementation plan for “Off-Post” transportation improvements
that includes working with Fairfax County government and
community organizations on refining the list of necessary
projects and developing funding sources and a project execution
schedule; and

Whereas, the Army must consider the following additional
improvements in addition to those on their list of proposed “Off-
Post” Transportation Improvements:

1. Add a another VRE station for pick up and drop off
   of passengers north of the Lorton Station but south of the
   Franconia-Springfield Metrorail station.

2. Provide a flyover of I-95 to the EPG from the new VRE
   station site which can accommodate buses—estimated cost
   unknown. [Note: Depending on the location and design, the
   flyover of I-95 could also provide a connection to both the
   Metrorail and VRE stations.]

3. Improve Backlick Road entrance to the EPG with the
   addition of turn lanes and basic signalization (estimated cost
   $5 million).

4. Improve access and ramp design to EPG as part of the
   Fairfax County Parkway Project to handle the increased
   intensity of development and the new Army Museum at the
   EPG. Build a full interchange to handle the various
   movements to and from EPG and the Fairfax County
   Parkway (estimated cost $50 million).

5. Build the Fairfax County Parkway to the full 6 lanes as
   shown on the County’s Transportation Plan. The current
   project provides for ROW for 6 lanes but with the
   construction of only four lanes. This will require additional
   transportation analysis (estimated cost $40 million).

6. Develop a TDM program that:
   a. Establishes a robust, centrally administered TDM program
      at Fort Belvoir and EPG for all agencies that includes 1)
      shuttle bus service for Fort Belvoir and EPG to and from the
      Franconia-Springfield and Huntington Metrorail stations
      and the Lorton VRE station.
   b. Establishes a TDM Coordinator position to facilitate
      carpools, vanpools, and other TDM programs, including the
      use of staggered arrival and departure times over a 3-hour
      period, setting a goal of a specific percentage of carpools,
      telecommuting with local jurisdiction assistance, and easy
      pedestrian and bicycle access. A slug program should also
      be considered.

7. Provide the EPG site with a spine road that connects the
   Fairfax County Parkway with Backlick Road. This must be
   included in development plans. The spine road should be
   designed with enough lanes to accommodate travel volumes
   both to and from the EPG site.

8. Widen Route 1 from Old Mill Road to Telegraph Road from
   four to six lanes. Include grade separated interchanges to
   access Pence Gate (estimated cost $50 million).

9. Re-synchronize all signals along Route 1, the Fairfax County
   Parkway, John J. Kingman Road, and Telegraph Road
   (estimated cost $0.5 million).

10. Establish an on-base shuttle bus service internally and
    between Fort Belvoir and the EPG.

11. Provide a Transit Transfer Center for buses at the Army
    Museum with parking (estimated cost $30 million).

12. Provide bus rapid transit to and from Huntington and
    Franconia-Springfield Metrorail stations via Routes 1, 7100,
    and/or 7900 to Fort Belvoir and EPG.

13. Widen Telegraph Road from two to four lanes from Beulah
    Street to Hayfield Rd (estimated cost $19 million).

14. Widen Telegraph Road from two to four lanes from Hayfield
    Road to South Kings Highway (estimated cost $15 million).

15. Add a flyover of Route 1 at Belvoir Road with turn lanes
    providing an additional grade-separated connection to and
    from the North and South Posts (estimated cost $25 million).

16. Prepare a concept plan that shows how access to and
    egress from the Army Museum and the EPG will function
    and how DOD and non-DOD traffic will be handled so that
    backups do not occur on the Fairfax County Parkway.

17. Add highway ITS advisory radios, cameras, and permanent
    VMS signs along Route 1 in the Fort Belvoir area and the
    Fairfax County Parkway in the EPG area at strategic
    points. This would provide public notification of changes to
    Fort Belvoir gate closures, force protection changes, and
    other significant events. Notice would assist in rerouting
    traffic in and around Fort Belvoir (estimated cost $2.5
    million).

18. Study additional access points to the EPG site from
    Franconia-Springfield Parkway (Route 7900), Backlick
    Road, and the Fairfax County Parkway. Fairfax County
    Parkway improvements are currently on hold pending
    completion of the EPG environmental clean-up. In addition,
    the builder of the road (the Army or VDOT) is now in
    question. The Army must develop a plan to clean up the site
    and to fund and construct this project. To make the EPG
    site work, this must be resolved now so the road can be
    opened in sufficient time for BRAC implementation. Because
    the project has been on hold, the cost estimates continue to
    escalate. This escalation does not include additional transportation
    improvements to support BRAC.

19. Fund fully and construct the 4-lane Connector Road from
    Route 1 to Telegraph Road prior to BRAC
    implementation. Only 2 lanes are currently funded.

20. Provide a park-and-ride and transit transfer center on or

(see BRAC Draft Resolution - continued on page 7)