

Board Meeting Minutes

May 28, 2015

FINAL

Approved August 6,
2015

The May meeting of the Board of the Fairfax County Federation of Citizens Associations was called to order on May 28, 2015, by President Tim Thompson at 7:35 p.m. at Braddock Hall, 9000 Burke Lake Road, Burke, VA 22015-1683.

Present:

Officers: Tim Thompson (President/Colvin's Glen-Colvin's Forest Citizens Association), Ed Wyse (First Vice President/Springfield/Membership/ Civic Association of West Springfield), Bill Barfield (Second Vice President/ Legislation), Curtis Anderson (Recording Secretary/Budget), Fred Costello (Corresponding Secretary/Land Use/Fox Mill Estates Homes Association).

District Council Representatives: Art Wells (Braddock/Truro Homes Association), John Birch (Mason/Bel Air Homeowners Association), Flint Webb (Providence/ Environment), Jeff Parnes (Sully/Transportation/Website/Chantilly Highlands Homes Association).

Committee Chairs: Don Hinman (Citizens Association Services/ Huntington Grove II Homeowners Association), Ed Saperstein (Education/Glen Haven Farms Homeowners Association), Morgan Jameson (Human Services), Kathy Kaplan (Library/ Woodside at Holly Oak), Daniela Cockayne (Public Safety/Sleepy Hollow Citizens Association), Charlie Dane (Resolutions/Stone Haven Civic Association).

Other: Marcia McDevitt.

Administrative and Organizational Topics

Appointments: Bill Barfield is reviewing committee chairs and seeking to fill one vacant position.

Bulletin/Newsletter: Fred Costello – Submissions required by 9 am, May 30.

Meeting Minutes: Curtis Anderson presented the minutes for April 23, 2015. Morgan Jameson moved, seconded by Bill Barfield to approve the minutes as amended. Motion approved unanimously.

Treasurer's Report: *No financial report submitted.*

1. Citizen of the Year: Ed Wyse reported that some income for the Citizen of the Year Banquet was not reported, including the PayPal account. No additional expenses. Everyone on the board needs to help find sponsors for 2016.

Unfinished Business:

1. AHome: Fred Costello, Tim Thompson and Ed Wyse reported that they have been unable to locate to whom to submit the Federation's donation. If they cannot find an appropriate person, then it will not be sent. Tim Thompson has been invited to their banquet, so he will follow up there if he goes.

New Business:

1. Library Committee Status: The Library Committee was established as Special Committee until April 30, 2015. Tim Thompson moved, seconded by Bill Barfield, to reinstate the Library Committee until May 31, 2016; motion approved unanimously. Tim Thompson nominated Kathy Kaplan to be Chair until June 30, 2015.
2. Resolution on Lines of Business Reviews: Charlie Dane brought forward a resolution on the Fairfax County Lines of Business Reviews. Morgan Jameson moved, seconded by John Birch, to table discussion until such time as efforts have been made to find other organizations who are also concerned about this issue; motion failed. The essence of the following resolution was approved by voice vote (with the understanding that the actual wording would be finalized after the wording below is circulated among the board members for fine tuning):

Resolution on Oversight of Lines of Business Review

Whereas – The Joint Fairfax County Board of Supervisors (BOS) and the Fairfax County Public School Budget (FCPS) Committee has stated that “there is a joint realization/understanding and appreciation of County revenue constraints, County and School requirements and forecasted growth. **Unfortunately, our Resources do not match our Needs/Wants**”, and

Whereas – The BOS has approved the County Executive's “lines of business review” in the FY 2016 budget, and

Whereas - The Federation believes a management consultant will add to the credibility and may maximize any savings resulting from the “lines of business” reviews,

Therefore Be It Resolved – The Board of the Fairfax County Federation of Citizens Associations urges the BOS to contract for a management consultant to conduct or participate in the “lines of business” reviews, and that FY 2015 year-end or other funds be used for this purpose.

Therefore Be It Resolved - The Board of the Fairfax County Federation of Citizens Associations urges the BOS to ensure that a management consultant will be provided with sufficient access to data and information to be able to validate the findings of the “lines of business” reviews.

3. Testimony on Widening of I-66 from the Beltway to Haymarket: Jeff Parnes and Flint Webb presented proposed testimony on the widening of I-66. After

significant discussion and editing, the attached (attachment 1) proposed testimony was approved by voice vote.

Board & Committee Reports

1. Budget – Curtis Anderson – No report.
2. Citizens Association Services – Don Hinman – Report attached (attachment 2).
3. Education –Ed Saperstein & Nancy Trainer – No report.
4. Environment - Flint Webb & Monica Billger – No report.
5. Human Services – Cherie Tripp Lejeune & Morgan Jameson – No report.
6. Land Use - Fred Costello & Jack Dobbyn – No report.
7. Library - Kathy Kaplan – No report.
8. Legislation - Bill Barfield & Matt Bell – No report.
9. Membership – Ed Wyse & Shaista Keating – Ed Wyse reported that some members have paid their dues already. On June 17, Shaista Keating will be hosting an event at her house to reach out to potential members.
10. Public Safety – Daniela Cockayne – No report.
11. Resolutions – Charlie Dane – No report.
12. Transportation – Jeff Parnes & Karen Campblin – Jeff plans on providing the approved I66 testimony at the public hearing scheduled for 3 June at Bull Run Elementary School in Centreville. Also in June, VDOT is holding public information meetings on the reconstruction of bridges on Hunter Mill Road (Difficult Run) and Walker Run (Piney Run), more information will be available on the transportation committee page)
13. Website – Jeff Parnes, Fred Costello & Brian Graham –
 - a. Jeff Parnes reported that he has reduced 550 photos of the Citizen of the Year Banquet down to 186 which will be posted on the website.
 - b. The Picnic RSVP form is available on the website

District Council Reports

(Dranesville & Hunter Mill - N/A)

1. Braddock – Art Wells – No report.
2. Lee – Chris Soule – No report.
3. Mason – John Birch – No report.
4. Mt. Vernon – Katherine Ward – No report.
5. Providence – Flint Webb – No report.
6. Springfield – Ed Wyse - No report:
7. Sully – Jeff Parnes –
 - a. In May, Sully had six state delegates and senators at its Annual Report from Richmond. In June, at his last appearance before the SDC, Supervisor Frey will give his annual State of Sully report
8. Membership – Open Floor – No items announced.

Announcements

1. AHS Annual Meeting: Will be held on Thursday, June 11, 2015, at 7:30 pm, in Rooms 9 and 10, at the Fairfax Government Center,

Adjournment - The meeting adjourned at 10:35 p.m.

Next Meetings:

Membership Meeting – Annual Picnic, June 18, 2015, 6:30 p.m., Mason District Park.

Board Meeting – June 25, 2015, Dunn Loring Center, Room 108, Entrance 2, 2334 Gallows Rd, Dunn Loring VA.

Minutes prepared by Curtis M. Anderson, Recording Secretary

Attachment 1

**Approved by the Fairfax County Federation of Citizens Associations
Board as its 28 May 2015 meeting:**

**Testimony provided on 3 June 2015 at the I-66 Public
Hearings on Tier 2 Draft Environmental Assessment**

**In addition to the Highway Improvements, Mass Transit Needs To Be Part Of Any Proposed I-66
Solution**

The State Legislature has established that one of the leading criteria for prioritizing VDOT projects is that the project reduces congestion. Widening I-66 outside the beltway without including a mass transit option will not make a significant long-term difference in the congestion problems of the corridor

Clearly, the extension of the Orange line has the greatest long-term capacity impact as recognized by the allowance made for future expansion of mass transit in the proposed project. Extending the Orange line is not a realistic prospect at this time, so soon after the Silver line expansion. Furthermore, extending the Orange line at this time would not yield the traffic congestion relief that it could due to the choke point at the Rosslyn tunnel. WMATA Momentum plans do not include resolution of Rosslyn tunnel choke point problem for at least the next decade.

Although building light rail from Haymarket to the Vienna Metro station would provide somewhat better congestion relief at a much lower price than extending the Orange line, light rail does nothing to alleviate the Rosslyn tunnel choke point.

We prefer the implementation of a true bus rapid transit (BRT) system in the interim. A bus rapid transit option would allow buses to use the HOV lanes inside the beltway and significantly increase the capacity of the corridor. The project should be designed with the future extension of the rail in mind. BRT stations should be built in the middle of I-66 with pedestrian bridges and escalators similar to the Orange and Silver lines. Buses should have scheduled headways and timetables providing reliable service throughout the day, including mid-day and pre- and post-rush hour service so that commuters and casual users know that they can leave their vehicles at park and ride facilities and not be left stranded by limited service hours. Once the Rosslyn tunnel choke point is resolved, mass transit could be extended by converting the BRT stations to rail along the BRT right-of-way.

Bicycle/Pedestrian uses must be considered along the corridor

We support the addition of a protected bicycle/pedestrian pathway in the Fairfax County portion of the improvement. Although one solution indicates intermittent segments of a bicycle/pedestrian pathway along the corridor, where the pathway cannot be accommodated, the pathway is shown routed through county streets. Having an intermittent bicycle/pedestrian pathway defeats the purpose of its use. By routing bicyclists onto the county's streets, we are in a no better position than we are now, with bicycle traffic encountering cross and paralleling vehicular traffic. The rationale for the separate bicycle/pedestrian pathway is its safety by separating the vehicular from non-vehicular traffic. Pathways such we are describing have already been implemented on I-66 inside the Beltway, see for instance the Custis and "Washington and Old Dominion" Trails.

Separated HOV/HOT Lanes Are An Important Part Of The Solution

The present HOV lanes along I-66 do not work. The HOV lanes are slowed:

- by the constant vehicular flow between the HOV and non-HOV lanes,
- by the use of the lanes by vehicles not qualifying as HOV,
- by the impracticality of enforcing the HOV restrictions, and
- by not having ramps between the HOV lanes and the Vienna Orange line station.

The proposed solution shows separated HOV lanes that would also accommodate tolled users that did not qualify as HOVs. We support this concept, though if tolling is implemented, funds collected should be used to reduce congestion along the corridor, including mass transit, and not be used for improvements indiscriminately throughout Northern Virginia.

The Project Should Retain All Stormwater From I-66

In an effort to minimize the use of eminent domain, VDOT has pursued having the project only provide stormwater retention for the new impervious surface. That would be acceptable had the original lanes been designed to the current retention standards and the affected waterways were meeting water quality goals. But the previous I-66 construction was **not** designed to current stormwater standards, and the impacted waterways **are** highly impaired. The streams are so heavily impacted that the Federal EPA has already proposed requiring reductions in stormwater volume controls to reduce sediment loads for Accotink Creek, one of the impacted streams.

To minimize the need for property takings we propose that the project be encouraged to identify off-site retention options such as adding rain gardens to existing parking lots in the corridor.

Climate Change Needs to Be Considered

Consideration of climate change should not be limited to simply calculating the additional greenhouse gas emissions caused by the project, but must also consider the climate change impacts on the project for instance:

- Climate models predict more intense rainfall events so additional stormwater retention is required.
- Climate models also predict higher temperatures, so the road surfaces need to consider the increased temperatures, and the air pollution hot spot analysis should consider the higher temperatures in their analysis as well.

The impacts of the additional greenhouse gas emissions should also be considered. Climate change will have devastating impacts on coral reefs, so the additional greenhouse gas emissions will have an indirect impact on the endangered coral species and this too needs to be considered.

The Route 28/I-66 Interchange Is The Most Important Single Intersection Along The Highway And Must Provide All Turning Movements

State Route 28 provides limited-access connectivity to and from Washington Dulles International Airport from points south and west of the airport. Its current interchange with I-66 does not provide full interconnectivity, currently forcing eastbound I-66 traffic which wants to go south on RT 28 to use RT 29 through a commercial corridor, as does the reverse flow of northbound Rt 28 traffic which wants to go west on I-66. The interchange should be planned to provide all turning movements, even if this means litigation to take the necessary property from E.C. Lawrence Park.

Attachment 2

Citizen Association Services Committee Report for FCFCA Board Meeting May 28 2015 Submitted by CASC Chair Don Hinman

Highlights of Northern Virginia Legislative Forum May 14, 2015, at Kingstowne's Thompson Center

--Organized by the Washington Metropolitan Chapter of the Community Associations Institute (WMCCAI -- <http://www.caidc.org/>).

--Track legislation affecting HOAs and condominium associations, and work to improve it

Discussed negative public perceptions of associations:

1. Board members are overzealous retired people on a power trip; mini-governments with unlimited power
2. Fines are imposed to gain revenue and more power
3. Money-making industry for lawyers and others.
- 4 Property managers are more important than owners.
5. People dispute the claim of improved property values.

Two bills from Northern Virginia legislators:

HB 1632 – Bulova – State to develop “best practices” to guide improvement of HOA/ Condo governing documents.

SB 1008 – Sen. Petersen – Homeowner bill of rights:

1. Access to all books and records
2. Cast a vote in proportion to ownership interest
3. Be notified of board meetings and right to record meeting
4. To be heard and represented by counsel at proceeding against owner.

Strongly recommended that HOAs and Condo Associations communicate to legislators the helpful, positive roles play by HOAs and Condo Associations; also to contribute to the statewide legislative board, Virginia Legislative Action Committee -- <http://www.cai-valac.org/>