



Fairfax VOTER

May 2019

Volume 71, Issue 9

Transportation Positions Update

Replenish your SmartTrip card. Review the Connector schedule. Clean up your bike. Check your Lyft and Uber apps. Plug in your auto. Scooters anyone? Get to your unit meeting to review and approve the proposed updated Transportation positions of the LWVFA (currently from 1981 - 2004). These new positions are designed to take us into future technological eras and challenges of life in the Fairfax area. Help us update the LWVFA’s positions, and remember that we use these positions to advocate.

Calendar

May 2019

- 3 LWVNCA Board meeting
- 4 LWVNCA Annual Convention,
10 a.m. Maggiano’s Little Italy,
5333 Wisconsin Ave NW,
Washington, DC 20015
- 4 **LWVFA Briefing and At-Large unit,**
Packard Center, Annandale, 10 a.m.
- 6 *Fairfax VOTER* deadline
- 7 Vienna Town Council election
- 8-13 LWVFA unit meetings**
- 9-10 Centreville HS voter registration drive
- 15 LWVFA Board meeting,**
Packard Center, 10 a.m.
- 17 LWV-VA Board meeting
- 18-19 LWV-VA Convention, Norfolk
- 18 McLean Community Center election
- 20 Voter registration deadline for
June 11 primary election
- 20-27 FCPS Intern Week at the LWVFA
office

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League of Women Voters:

**Empowering
Voters.
Defending
Democracy.**



Presidents' Message



Happy May to everyone!

This March I was privileged to be a part of the UN Observer Group and attend the Commission on the Status of Women at the United Nations in New York. It was an eye-opening event for me, especially since it was my first time. I have come away feeling very inspired and motivated. There were so many panels and discussions on topics ranging from Violence Against Women, Women Human Rights Defenders, Women Parliamentarians, Women Journalists in Conflict Areas, Human Trafficking, Universal Childcare, etc. The biggest takeaway for me was that all the issues that are being faced by women all over the world are being faced by those of us here in the U.S. At a basic level we are in not that much of a different situation. Problems that afflict our sisters in Africa and Asia and South America are very similar to what we face. The scale may be different, but somehow the sordidness of the crimes committed against women is the same.

Women are the “battleground and the weapons” said one journalist from the Democratic Republic of Congo - a sentiment that was echoed by another victim survivor from Kosovo. The brutality of what was done to these and other women left all of us in the room shaken up and sick to our stomachs. We heard about the big problem of female genital mutilation and how it is no longer confined to certain countries but is everywhere, both in the developed and underdeveloped world. We also met some survivors of sex trafficking, and their stories were of heinous crimes committed right here in the United States. These women were lured here by their “boy friends” or offers of jobs by unscrupulous businessmen. What was shocking, and yet in a way not surprising, was that a lot of these women were victims of other women.

We also heard the incredible stories of courage and impassioned dedication from the activists and journalists who work in conflict areas and who face danger on a daily basis. I was quite humbled to meet a woman activist from Chechnya who is out there on the frontlines trying to protect women and children who are separated from their men who are “disappeared” on a regular basis by either government forces or the so-called rebels, depending on who has more

power in that area. She had come to the UN and told her stories, and had already received threats and was concerned about her safety.

Domestic violence continues to rear its ugly head in every nook and corner of the world. Countries like Egypt and Palestine have taken steps to solve it in a unique way by trying to quantify the economic cost of domestic violence. Money talks, and perhaps the perpetrators of violence may think for a second about that aspect before they strike another woman or child.

We also heard how women in the legislative branch of government, including presidents and prime ministers, are subjected to sexual harassment in their workplace and in the media on a daily basis. Believe it or not, but these were parliamentarians in Europe and Australia!

But on the happy side, we also heard about countries like the Dominican Republic (DR) and Gambia who are

*Fairfax County 24-hr.
Domestic & Sexual Violence Hotline:
703-360-7273; 711 TTY*

LWVFA Fairfax VOTER 2018 - 2019

This newsletter, partially funded by the League of Women Voters of Fairfax Area Education Fund, is published 10 times each year - from September to June by:

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Subscriptions to the *Fairfax VOTER* are available to non-Fairfax League members for \$15 per annum. Send your check to the above address and request a subscription.

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or call 703-658-9150.

trying to get things right the first time. The D.R. is aiming to provide universal childcare for every child till the age of five. Gambia is trying to ensure that there are quotas to hire women in the private sector and in governmental executive and legislative sectors. We heard representatives from Denmark who talked about the universal childcare that exists there. Every young person is paid a monthly stipend of 900 Euros to go to college.

I could go on and on but the important thing is that, while we may not be able to solve all the problems of the world,

at least here in our own backyard we can make an impact in all sorts of ways, individually and as a group. We can think globally and learn lessons from our colleagues from around the world and use these ideas locally. But even more than that, we can take inspiration from those people fighting against all the adversity - political, social, and economic - and yet keep on going.

Anu

An Invitation: Climate Change Interest Group

From Judy Helein and Brenda Kouyoumdjian

Please join us on Sunday, June 2, at 4 p.m. at the City of Fairfax Regional Library, 10360 North St., Fairfax, VA 22030 to learn more about the Fairfax League of Women Voters of the Fairfax Area's Interest Group on Climate Change. An intergovernmental panel recently issued two climate reports that support the need for immediate and decisive action on climate change. Using the national League's comprehensive tool kit on Climate Action, we will discuss ways to address impacts on our local environment caused by disruptive weather patterns, use of fossil fuels, and energy consumption.

Because youth have been the strongest advocates for action on climate change, we invite members to bring their children and grandchildren (age 12 or older) to this meeting. We will give voice to their concerns and determine the issues that our

local League might address. You can access the LWVUS's positions, the latest research on climate change, and options for further discussion on their website www.lwv.org.

Please RSVP to Brenda Kouyoumdjian at bkouyou@gmail.com to let her know if you are coming.

LWVFA Donors and Supporters

The LWVFA Board extends an overwhelming thank you to the following individuals for their generous support:

Mary Barnett, Linda Bollon, Dorothea Brueckner, Carol Bursik, Louise Cleveland, Gisela Carty, Ellen Gale, Francine Gemmill, Wendy Fox-Grage, Jere Gibber, Linda Kato, Celeste Land, Anna Marie Mulvihill, Ann Parham, Sandra Peterson, Gail Richmond, Carla Schneier, Inta Sraders, Mount Vernon Day Unit Cash Donors, Network for Good, Northern Virginia Association of Realtors, Inc., and, in memory of Baba Freeman, Jane Hilder, Joy Kraus and Therese Martin.

LWVFA Membership Report

By Carol Bursik, Membership Chair

Since February 1, 2019, 10 new members joined LWVFA and one member re-joined, bringing our total membership to 433. We welcome the following:

Cindy Brownstein, Shantha (Raji) Brahman (re-joined), Deborah Charms, Deborah Hommer, Brenda King, Janis Linkov-Johnson, Elizabeth Phelps, Kristyn Ream, Debra Williams, Vickie Wirthman and Alissa Wong (student)

At our February 20 meeting the LWVFA Board approved an amendment to the way we handle "reinstated" members. These are members who did not renew for the current

year (July 1 to June 30) by the end of January. In the past if they rejoined between February and June, we restored their membership with an expiration date of June 30 of the **upcoming** membership year. This effectively gave lapsed members a free year of membership. From February 20, 2019, forward, reinstated members will have an expiration date of June 30 of the **current** membership year. On July 1 they will need to renew for the **next** membership year.

Thank you to everyone who has sent updates to email addresses and telephone numbers. All changes have been made to the databases and reported to the LWV of Virginia.

Welcome!

Environmental Update . . .

Invasive Species

By Elizabeth Lonoff

The Virginia Association of Soil and Water Conservation Districts Educational Foundation Youth Conservation Leadership Institute has helped high school students to plan and implement local conservation projects for four years. As they wrapped up their projects the nine 2018-2019 participants gave presentations about their organizing litter clean-ups, creating an outdoor classroom or garden beds at their schools, adding interpretive signs to a nature trail, and educating peers about conservation. One quoted Margaret Mead: “Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it’s the only thing that ever has.” Applications for 2019-2020 close in August.

Three current students are from the Fairfax Area. To address local fears of a Flint-like crisis, Oakton High School’s **Sitara Sastry** researched and shared how high schools undergoing renovation can ensure that their drinking water remains potable. Her related project, Xylem-Based Microfiltration for Sustainable Water Purification, won an award at the County’s 2019 science fair.

Ho Yeon Jeong started monitoring a stream before attending Thomas Jefferson High School for Science and Technology. She analyzed 17 years of County water quality data for the watershed in which she lives. After identifying at-risk aspects of the watershed, she wrote a pamphlet and held a workshop about the pollution her community is causing to raise awareness about impacted invertebrates to attract more stream-monitoring volunteers.

Katie Lau is a forward on Fairfax High School’s varsity field hockey team. She tackled invasive plants, including arranging a work day in an overgrown natural area at Daniels Run Elementary to clear space for the native plants. This builds upon a recent stream restoration project and Earth Sangha’s understory plantings in this patch of remnant swamp forest. According to the Friends of Accotink Creek, “Natural spaces like this need ongoing community involvement or they can get smothered by invasive plants, so we’re very grateful for Katie’s hard work and leadership in making this happen.”

Animals can be invasive, too. If you see a tree shimmering with a cloak of insects about 1” long and 1/2” wide, you might be looking at an infestation of the spotted lanternfly. This native of China, Bangladesh, and Vietnam is a pest of crops like grapes, peaches, and hops and can

become a nuisance to homeowners. In addition to fruit trees, the spotted lanternfly can endanger oak, sycamore, walnut, willow, maple, pine, and poplar. First noticed in Pennsylvania in 2010, it was found in Frederick County on January 10, 2018. The next month, the Baltimore Sun reported, “The spotted lanternfly appears to have caused more damage in less time than any invasive insect to arrive in the mid-Atlantic region, and it’s proliferating more rapidly than the researchers trying to learn about it can handle.”

Tree of Heaven is the lanternfly’s favorite host plant for breeding. This invasive tree flourishes in urban areas, including in sidewalk cracks. It has spindly trunks and large compound leaves, which emerge very early in the spring and turn yellow in the fall. Not to be confused with sumac, crushed Tree of Heaven leaves have a nasty odor. It was introduced as a fast-growing shade tree for urban areas and should be removed because it changes soil chemistry to out-compete with native plants suited to the local ecosystem. See images at <https://www.invasive.org/browse/subinfo.cfm?sub=3003>.

It’s important to track the lanternfly’s extent. Arlington and Alexandria Cooperative Extension agents have started training Tree Stewards and citizen scientists to recognize and report the distinctive lanternfly: dull brownish-gray egg masses in rows of 30-50 brownish seed-like deposits and columns about an inch long, white-spotted black nymphs emerging in early May and turning red with white spots through July, and double-winged adults that look like a stinkbug with a spotted back when their wings are folded. They start laying eggs in September. If you see any, take a specimen to your local Virginia Cooperative Extension office, submit a photo with a street address at <https://ask.extension.org/groups/1981/ask>, or contact Adria Bordas, Fairfax County Unit Coordinator and Horticulture Extension Agent, at 703-324-5369 or abordas@vt.edu.



<https://www.certifiedtraininginstitute.com/tree-of-heaven-attracts-devilishly-destructive-spotted-lanternfly/>

LWVFA Transportation Position Recommendations, May 2019

By Committee Members: Therese Martin, Chair, Julie Jones, Lee Lipsey, Deb Wake, Sherry Zachry

When LWVFA members worked on the LWNCA Transportation Fund it/Fix it (FIFI {Metro funding}) action program in 2017-18 we realized that our local transportation positions were out-of-date. Some were based on studies done before Metro arrived at our doorsteps, when there were no major employment centers in the County, little mixed-use development, no HOV or HOT lanes, and most commuter traffic headed into DC in the morning and out of DC in the afternoon. Also, no Internet allowing easy communication between Fairfax County/City and its residents was even on the horizon.

In researching to update the position (which will enable LWVFA and its members to advocate in the current and future transportation environment), we were struck by the rapidity of changes that have been, and are, occurring in the ways that people get from place to place. The positions may seem broad; this is necessary if the LWVFA is to be able to apply transportation support positions to the situation at hand or for more than a year or two in the future. “The times they are a changin’” is more than a Bob Dylan song of the 1960s; it is what is happening in transportation today. For instance, read this headline by Max Smith, WTOP News, on March 22, 2019: “Self-driving shuttles are set to hit the streets of Northern Virginia in coming months, in what could just be the first of several deployments across the region.” Are you ready for that?

This article presents updated wording for the LWVFA Transportation Position and adds new text about the need for transportation and land-use planning and development to be coordinated. We are providing the current wording followed by the proposed wording, grouped by position subheadings I, II, etc., with explanations where possible. We are looking for feedback from the membership regarding relevance, clarity, and long-term viability of the statements for the future.

Because this topic is changing so rapidly and is so key to the “livability” of this region, Fairfax County and City specifically, we hope this article will pique your interest in learning more about what is happening around you. Also, that it will spur your participation and voice in this very complicated process of “getting from one place to another” in our area.

LWVFA Transportation Position

I. Position in Brief

Current: *Support for an effective, well-coordinated and adequately financed system of public transportation in Fairfax County/City, and an active role by Fairfax County*

in the planning and financing of its road system. (1981, 1994, 2004)

Proposed:

Support for an effective, well-coordinated, safe, and adequately funded multimodal system of public transit and transportation infrastructure for Fairfax County/City. Additionally, this system should employ the most up-to-date technology and be designed with input from -- and meet the needs of -- its residents and businesses. Transportation and land-use planning should be transparent and coordinated to ensure that the system and its components are cost-effective and consistent with environmental, land use, social, and economic goals to provide seamless mobility across all modes of transportation. (2019)

II. Coordination and Planning

Current:

The LWVFA strongly supports a coordinated, accessible bus transportation system for the Fairfax area, which includes, but is not restricted to, roads, bus, rail, para-transit, bike paths, trails and sidewalks. Such a system must provide for travel into, within and through the Fairfax area, as well as commuter travel into the metropolitan core. (2004)

Proposed:

The LWVFA strongly supports a coordinated, accessible, and safe multimodal transportation system for the Fairfax area. This system includes and recognizes the interconnectedness of modes of mobility including, but not limited to: Metro (Washington Metropolitan Area Transportation Authority-WMATA), roads, bus, rail, para-transit, bus rapid transit (BRT), transportation network companies (TNCs: Uber, Lyft, etc.), and marine conveyances. Also included are paths, trails, and sidewalks that may serve pedestrians, bikes, scooters, etc. Such a system must provide for travel into, out of, within and through the Fairfax area, as well as into and through the metropolitan area, including suburb-to-suburb and extended multi-state service. It should pro-

vide service to transportation facilities such as the region's airports and rail and bus stations and reflect the introduction and impact of new (land-use) development patterns and transportation modes such as autonomous vehicles.

Explanation:

The original position in *Here We Stand* specifically mentions (based on its context, probably in error) a “bus” system; however, we have come to recognize the interrelatedness of all modes of transportation. As these modes have and will continue to increase and change, our position needs to address this fact. A recent example of the scope of today's multimodal transportation includes Metro General Manager, Paul Wiedefeld's comments in a February 2019 *Washingtonian* interview that buses may eventually need to share the roads with driverless cars. He also mentioned the possibility of Metrorail's cooperation with TNCs to serve persons moving directly from one mode to another. Daily we find articles about scooter regulation, water taxis on the Potomac, proposals for light rail, the use of funds generated by tolls to support transit improvement projects, and the need for more road funding, to name just a few. A local example of today's “transportation connection” is this spring's opening of the Vesper Street Trail, providing a connection for pedestrians and cyclists from the residential (Vienna) side of Tysons to the businesses and Metro Silver Line. Also, development of autonomous vehicles, both auto and bus or train connectors, is increasingly being touted as a credible solution for the very near future [see beginning of this article].

As the populations of Fairfax and the rest of the region have grown, new residential, employment, and commercial centers have grown up – and out. County and City residents now travel from one end of the County to the other and to places in between and throughout the region. Travel is not only to the metropolitan core on a daily basis as implied by our earlier position, which reflected the situation of an earlier time. Greater attention is being paid to circumferential travel as seen in recent series of articles published by the D.C. Policy Center and Greater Greater Washington (GGW). Regional interconnectedness makes regional cooperation/planning imperative – a need that was strikingly called to our attention when a gasoline tanker crashed and turned over on the American Legion Bridge on March 28. We encourage the continued participation in Washington Area Council of Governments (COG) and its Transportation Planning Board (TPB).

The element of “safety” has been added to the position to reflect the ongoing concerns with and steps taken to improve Metro safety. It also addresses new concerns about

safety as newer modes of transportation (e.g. scooters, bicycles, autonomous vehicles) are now sharing the same roads, paths, and spaces.

Current:

The LWVFA supports the continued need for a Fairfax County Transportation Advisory Commission, which is advisory to the Board of Supervisors. The commission should be concerned with planning and coordinating all aspects of transportation—roads, Metro, ride-sharing, trails, etc. Providing for public input and information should be one of its functions. (1981, amended 1994)

Proposed:

The LWVFA supports the continued need for a Fairfax County Transportation Advisory Commission (TAC), which is advisory to the Board of Supervisors. The Commission should be concerned with reviewing and providing its recommendations to the Board of Supervisors on all aspects of transportation issues affecting the County and its residents. Facilitating public input and providing public information to residents and workers should be a significant function.

Explanation:

TAC members regularly receive information from County staff, discuss the information and make presentations to the Board of Supervisors regarding specific issues. The County interacts with residents primarily with public meetings and technology. The LWVFA urges the TAC to foster two-way communication with Fairfax Area residents by interacting with diverse citizen and civic organizations.

III. Public Transportation

Current:

The LWVFA emphasizes the need for measures to convince the public of the necessity for using public transportation, rather than reliance on private automobile travel. They should include public information, incentives for using car and vanpools, public transportation, combined with disincentives for individual car use.

Proposed:

The LWVFA emphasizes the need for implementing and widely publicizing measures to convince the public of the necessity for using public transportation rather than reliance on single occupant automobile travel. Measures should include both incentives for using public transportation and disincentives for individual car use. We support

the use of transportation-demand management tools that include but are not limited to: employer transit fare subsidies; alternative work schedules; limited free employee parking; and promotion and administrative assistance for ride-sharing efforts. HOV (High Occupancy Vehicle) lanes and HOT (High Occupancy Toll) lanes (and their free use by two or more people in the vehicle) and other tolls should be considered. Rail and bus service for special events and introduction of special bus routes from park-and-rides to rail such as Metro, Virginia Railway Express (VRE), and employment centers should be introduced. Also, the use of slug lines and other creative ideas should be promoted.

Explanation: The section has been rewritten to update the sample of incentives and disincentives and some of the terminology. (See Fairfax County Commuter Services.)

Current:

To provide greater and easier use of public transportation, the LWVFA supports:

- *Provision of additional or more adequate fringe parking, feeder buses, express lanes, and access to bus and rail stops.*
- *Steps to provide reliable, efficient, convenient and coordinated public transportation service, accompanied by greater and more easily obtained public information about the service.*
- *Land use planning measures that take into account and are coordinated with planning for public transportation.*
- *Para-transit, trails, bike paths, sidewalks, car and vanpools.*

Proposed:

To provide greater and easier use of public transportation, the LWVFA supports the provision of additional or more adequate fringe parking, feeder buses, and safe access to bus and rail stops.

The League also supports steps by the County and City to provide, fund, and publicize (both locally and in cooperation with regional and state agencies) reliable, efficient, convenient, and coordinated public transportation service, including access to election polling places. County and City agencies should coordinate and cooperate in land-use planning measures to encourage alternatives to single-occupant vehicle use and provide multimodal transportation services to its residents. Examples of this are the trails, sidewalks, and paths used by student walkers and the use of Connector buses by schoolchildren.

Explanation:

The position was revised to eliminate some duplication and reflect current situations.

Current:

The LWVFA believes that the policy for setting levels of regularly scheduled service should be flexible to allow for increases in population and in transit needs. The LWVFA believes that a systematic review and evaluation of service is necessary to maintain fiscal control.

Proposed:

The LWVFA believes that the coordination, efficiency, adequacy, and cost-effectiveness of its multimodal transportation system must accommodate and reflect the changing population size, density, and needs and activities of the Fairfax area's residents, employers, businesses, and visitors. This will require a systematic review and updating of the area's transportation system elements based on data collection and evaluation, demographics, legal authorities, financial resources, and user input.

Explanation:

The original wording was confusing. The need for review and updating the system has been slightly expanded and a more specific mention of financial resources has been included.

Current:

The LWVFA believes:

During peak transit hours, the locations most important to serve are high-density employment centers, high-and medium-density residential areas, low-income residential areas, and Metrorail stations. Service to railroad and bus depots, airports, and educational facilities is desirable during peak hours. (1986)

During off-peak transit hours, the locations most important to serve are Metrorail stations, low-income residential areas, and public and social service facilities. Service to and from shopping centers, medical facilities, educational facilities, railroad depots, and airports is desirable during off-peak hours

Proposed: Drop position

Explanation:

We believe this position is no longer relevant and should be dropped. There have been many changes in the Fairfax

area during the decades since this position was adopted that make the position irrelevant, including: population growth; extension of the (fixed-rail) Metro system; increased mixed use development; number, location, and expansion of employment centers; increased use of tele-working and flexible work schedules; increased variety of peak transit periods; and expansion of numbers and modes of transportation. Transportation needs, viewed broadly, are no longer closely tied to “peak periods,” if they ever were.

Current:

The County/City should ensure that public transit service is available to disabled persons in order to provide them greater independence. The best and most cost effective way of providing such service is through the use of regularly scheduled service with wheelchair lifts on specified runs plus extensive use of on-request service and paratransit, which can be tailored to individual needs. (1986)

Proposed:

The LWVFA supports accessible, safe, reliable, and coordinated transportation services for people with physical and developmental disabilities. Current information about government-funded disability transportation services and programs should be provided to the public. Government agencies should partner with disability advocates, community service groups, and private sector transportation companies to identify needs and to enhance options for personal mobility and independence. Programs and services should be integrated and public information should be available throughout the National Capital Region.

Explanation:

Disability transportation services should meet the mobility needs of people of all ages who have physical or intellectual disabilities. Fairfax Area residents and workers benefit from a wide range of accessible transportation options that are partially subsidized or fully funded by local, state, and federal governments. The population using these transportation services continually changes due to demographics and due to shifts in how disabilities are perceived and defined. Therefore, government agencies must be flexible and creative in how needs are met. Public sector transportation programs are extended and enhanced by subsidized private sector services and volunteer rides. Emerging technologies will yield new options. Transportation services, including travel training, should be coordinated and collaborative, so that individuals with disabilities can function independently and contribute to the community and to the economy as much as possible. Regional planning and coordination is essential.

Current:

Extension of Metrorail service into Fairfax County and completion of the Adopted Regional System (ARS) are necessary to provide adequate and accessible public transportation for the Fairfax area.

Proposed: Drop position.

Explanation: The Adopted Regional System for Metro (ARS), as addressed, has long been completed. Also, the proposed updated statement for first paragraph under II. Coordination and Planning, has been expanded to include openness to further extension of expanded regional transit.

IV. Roads and Non-motorized Vehicles

Current:

The LWVFA believes that the most important criteria to be used in setting priorities for inclusion of new roads or improvements to existing roads in a secondary road construction program are: correction of design deficiencies to improve traffic flow or safety, improved access to major employment centers, improved access to mass transportation, and whether the road is a component of the regional network. Other criteria that should be considered include: improvements based on projected levels of service, improvement of the current level of service, the extent of environmental impact, the extent of off-site developer contributions, the lack of transportation alternatives, and the extent of neighborhood impact. (1987)

Proposed: Realizing the changing financial resources and varied processes used to determine criteria for selecting road improvement and extension projects for funding at the federal, regional, state, and local levels, the LWVFA believes that the most important criteria should include, but not be limited to the following: (1) cost effectiveness; (2) links to land-use planning implementation; (3) access and reduced travel time to mass transit, major activity centers, schools, parks, disadvantaged populations, park-and-rides, and other transportation links; (4) reduced traffic congestion and increased safety for users of all transportation modes—from walking to bicycles to scooters and autonomous vehicles; (5) increased options for regional mobility and connectivity; (6) enhancement of environmental quality, and (7) aid for economic development.

Rankings or weights should be determined in accordance with current transportation needs, the Capital Improvement Programs (CIPs) of both Fairfax County and the City of Fairfax, and residents’ input.

The LWVFA also supports a system of safe links between residential, educational, community, commercial, and transit centers that are oriented to non-motorized users. These could include sidewalks, paths, trails, bike paths, and foot-bridges.

In addition to the above more global purposes, the LWVFA supports funding of transportation elements important to daily living in Fairfax County and City such as: spot road-way improvements, turn lanes and lane widening; parking and curbside management; installation, repair and upkeep of local neighborhood transportation infrastructure; effective signal timing and attention to pedestrian safety on streets and at intersections; accessible and safe bus stops and shelters; sidewalks where needed for pedestrian safety; and lighting on major sidewalks, paths, and trails.

V. Funding

Current:

The LWVFA believes that an effective transportation system in Fairfax will require government funding and subsidies. We support local efforts to identify and obtain available sources of State and Federal funding. Appropriate local funding sources are in the Table:

Proposed:

The LWVFA believes that an effective transportation system in the Fairfax area will require adequate and consistent funding from a variety of governmental and non-governmental sources for both capital and operating costs. In addition to fare-box revenue, funding should include but be not limited to: federal and state grants and loans, public-private partnerships, tolls and user fees, bonding, special tax assessment districts, commercial and industrial taxes, county general fund tax collections, impact fees and proffers, parking and advertising fees, fuel/gas taxes, and other dedicated levies. We believe that Metro is the key element in our transportation system and support the County and City’s continued efforts to obtain its needed funding. We support local and regional efforts to identify and obtain available sources of federal, state, and non-governmental funding and to apply it as needed to cover eligible costs in maximizing the effectiveness of a coordinated local and area transportation system.

Explanation:

The proposed revised statement is generally consistent in the types of supported revenue sources with the current position. The most obvious change is its format; the chart has

	Transit Capital	Transit Operations	New road construction / existing road improvements
General fund		Yes	*Yes
General obligation bonds	Yes		Yes
Proffers	Yes	Yes	Yes
Impact fees	Yes		Yes
Special tax/assessment districts	Yes		Yes
Private investment	Yes	Yes	
Parking fees	Yes	Yes	
Fare-box revenue		Yes	
Local fuel sales surtax		Yes	Yes
User fees/Tolls			Yes

been difficult to reproduce and would also be inappropriate in view of the proposal to apply available funding, when in accord with legal requirements, to transportation needs in the most effective manner:

Members are encouraged to refer to the sections of the Fairfax Advertised Budget for FY 2020 that address transportation needs and financing in both Volumes 1 and 2. Both the narrative and charts for the dozen funds involved demonstrate the varied sources used for different elements of our transportation system. See citation at end of this article.

VI. Land-Use Coordination (current)

Current statements

The LWV of the Fairfax Area supports: the coordination of land-use and transportation planning, and especially urges that land-use planning take into account those factors and elements required for an efficient transportation system and decreased reliance on individual automobile use.

The LWVFA believes that: in order to ensure a balanced community, and in planning for non-residential growth, public policies should be developed to reserve land suitable for office/commercial centers and major industrial parks surrounding selected Metro stops (Transit -Oriented Development). Provision should be made for adequate

highway access to designated commercial industrial centers.

Adequate buffer zones must be required between residential and non-residential usages.

Direct access to non-residential streets must be provided. Guidelines should be established to avoid over-saturation of commercial development.

Planning by local governments should allow for concentrations of higher density in selected areas such as projected Metro stations, for the purposes of more cost-effective public transportation services and energy conservation. Such areas should provide for a combination of uses, including employment centers and residential, commercial and recreational activities with efficient public transportation services.

The LWVFA believes that practicing smart growth and creating sustainable communities are essential for the future of Fairfax County and the City of Fairfax.

VI. Coordination with Land-Use Planning (proposed new subheading)

Proposed:

The LWV of the Fairfax Area supports coordinating land-use planning/development and redevelopment with County and City transportation comprehensive plans. We also support channeling new development to areas served, or soon-to-be served, by adequate public facilities (including transportation) and that are scheduled in each entity's Capital Improvement Plans (CIP) to ensure that improvements to the transportation system are cost-effective and consistent with environmental, land use, social, and economic goals.

LWVFA specifically supports coordinating land-use planning and development with comprehensive transportation plans that feed into existing and future mass transportation plans. For example, transit-oriented development (TOD)—high density and/ or mixed-use developments of business, commercial, residential, and recreational spaces—combines regional and efficient transportation systems that reduce the number of individual vehicles on the road.

Further, LWVFA supports the County and City working in partnership with local residents and businesses in affected areas of development or redevelopment, the use of resident advisory committees, and increased interaction between governmental committees/commissions, such as the County's Transportation Advisory Commission and the Planning Commission's Transportation Committee, to effect a joint vision for future development. We support an

ongoing review of development and redevelopment plans to allow timely responses to changing conditions, emerging issues, resident input, and technological advances.

We support multi-media communication and transparency among the decision-making officials, agencies, advisory land-use and transportation committees and residents, and the wide dissemination of planning, zoning and transportation information, including public hearings in the affected communities.

The LWVFA believes that practicing smart growth and creating sustainable communities are essential for the future of Fairfax County and the City of Fairfax and we applaud the efforts of each entity to do so.

Discussion Questions

The discussion questions are not included in this VOTER because of space limitations; a detailed questionnaire for use at unit meetings will be posted online and handed out at the May 4 briefing. The completely revised position as a single document will be provided along with other resources, posted on the LWVFA website, on the May Unit Meetings page (<https://www.lwv-fairfax.org/unit-meetings-1>).

The summary material that Fairfax County includes in its online budget documents is invaluable for learning about transportation programs and their funding. For the historical program background and current and upcoming fiscal year, look at the program summaries contained in both Volumes 1 and II:

<https://www.fairfaxcounty.gov/budget/sites/budget/files/assets/documents/fy2020/advertised/volume1.pdf> and <https://www.fairfaxcounty.gov/budget/sites/budget/files/assets/documents/fy2020/advertised/volume2.pdf>.

We hope this update encourages LWVFA members to follow what is happening at the local, regional and state levels. We want to know what you think LWVFA and you can do to improve communication and education in the community, and we look forward to your feedback and answers to the discussion questions; status updates will be provided in the next few months.



Unit Discussion Meeting Locations

Topic: Transportation Position Recommendations

Members and visitors are encouraged to attend any meeting convenient for them, including the “At Large Meeting” and briefing on Saturdays when a briefing is listed. As of April 1, 2019, the locations were correct; please use phone numbers to verify sites and advise of your intent to attend. Some meetings at restaurants may need reservations.

Saturday, May 4

10 a.m. At-Large Unit and Briefing

League Conference Room
Packard Center
(inside Annandale Community Park)
4026 Hummer Road
Annandale, 22003
Contact: Julie, 703-861-9616

Wednesday, May 8

9:30 a.m. McLean Day (McL)

StarNut Café
1445 Laughlin Ave.
McLean, 22101
Contact: Anjali, 703-509-5518 or
Sheena, 703-481-0933

10 a.m. Mount Vernon Day (MVD)

Mt. Vernon District Government
Center
2511 Parkers Lane
Alexandria, 22306
Contact: Gail, 703-360-6561 or
Diana, 703-704-5325

7:15 p.m. Fairfax City Evening (FCE)

The Green Acres Center
4401 Sideburn Road
Fairfax, 22030
Contact: Elizabeth and Amy,
Fairfaxcityunit@lwv-fairfax.org

7:30 p.m. Reston Evening (RE)

Hunter Mill District Community
Room
North County Government Center
1801 Cameron Glen Drive
Reston, 20190
Contact: rachel.roberts.rmr@gmail.com

Thursday, May 9

9 a.m. Reston Day (RD)

1949 Weybridge Lane
Reston 20191
Contact: Barbara (703) 437-0795
or bseandlte@earthlink.net

9:30 a.m. Springfield (SPF)

Packard Center
4026-B Hummer Road
Annandale, 22003
Contact: Marge, 703-451-0589

10 a.m. Centreville-Chantilly (CCD)

Sully Government Center
4900 Stonecroft Blvd.
Chantilly, 20151
Contact: Susan, 703-391-0666

1 p.m. Oakton/Vienna (OV), formerly Fairfax/Vienna (FX-V)

Oakton Regional Library, Room 1
10304 Lynnhaven Pl.
Oakton, 22124
Contact: Liz, 703-281-3380

7:45 p.m. Mount Vernon Evening (MVE)

Paul Spring Retirement Community
Mt. Vernon Room
7116 Fort Hunt Road
Alexandria, 22307
Contact: Jane, 703-960-6820

Monday, May 13

1:30 p.m. Greenspring (GSP)

Hunters Crossing Classroom
Spring Village Drive
Springfield, 22150
Contact: Edith, 703-644-3970 or
Gloria, 703-852-5113

Wednesday, May 15

10 a.m. Fairfax Station (FXS)

8739 Cuttermill Place
Springfield, 22153
Contact: Kathleen, 703-644-1555 or
Sherry, 703-730-8118

June Meetings:

Do Your Own Thing



The League of Women Voters of the Fairfax Area (LWVFA)
 4026-B Hummer Road, Annandale, VA 22003-2403
 703-658-9150. Web address: www.lwv-fairfax.org

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 Dulles, VA
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The LWVFA Fairfax VOTER ©
 May 2019

Anu Sahai, Co-President
 Judy Helein, Co-President
 Ron Page, Editor
 Liz Brooke, Content Editor

The League of Women Voters is a nonpartisan political organization that encourages the public to play an informed and active role in government. At the local, state, regional and national levels the League works to influence public policy through education and advocacy. Any person at least 16 years old, male or female, may become a member.

The League of Women Voters never supports or opposes candidates for office or political parties, and any use of the League of Women Voters name in campaign advertising or literature has not been authorized by the League.

LWVFA MEMBERSHIP / RENEWAL FORM

Dues year is July 1 – June 30

Membership Dues: Individual \$65 ___ Household \$90 (2 persons, 1 Voter) ___ Student ___ Free ___
 (A subsidy fund is available; check here ___ and include whatever amount you can afford.)

Membership Status: New ___ Renewal ___ Reinstatement ___ Donation ___

(Dues are not tax deductible.)

Tax-deductible donations must be written on a separate check or PayPal to “LWVFA Ed Fund.”
 (Please print clearly)

Name ___ Unit (if renewing) ___
 Address ___
 City ___ State ___ Zip + 4 ___
 Phone (H) ___ (M) ___ E-Mail ___

Please make checks payable to “LWVFA” mail to:
LWVFA, 4026-B Hummer Road Annandale VA 22003-2403

OR

Join Online at: [www. LWV-Fairfax.org/join.ht](http://www.LWV-Fairfax.org/join.ht)

I am interested in becoming involved in (please indicate by circling the appropriate bullet(s)):

- **Providing organizational support** (graphic design, website development/maintenance, fundraising/grant writing)
- **Voter Service** (e.g., voter registration drives, candidate forums, developing Voters’ Guides)
- **Researching/writing about issues in which LWVFA has an interest** (e.g., environment, firearms safety, mental health, schools, domestic violence, criminal justice; or, chairing an LWVFA study committee on voter turnout or human trafficking).
- **Representing the League in governmental fora** (e.g., serving as LWVFA representative on Fairfax County citizens’ committees and agencies, such as affordable housing, Fairfax County Public Schools).
- **Other** _____