

P.O. Box 3913, Merrifield, VA 22116-3913

November 8, 2018

Fairfax County Delegation to the 2019 Virginia General Assembly  
Fairfax County Board of Supervisors

Dear Fairfax Delegation Member and Board Supervisor,

The Fairfax County Federation of Citizens Associations forwards to you its 2019 Legislative Issues for your consideration and action. We will assist you on any Issue.

Each Issue pertains to a Commonwealth-wide or County-specific issue and is well-researched by a Federation Committee. All Issues are based on results of the Annual Federation Legislative Issues Survey and on objectives of the Federation Membership, as approved by the Federation Board and the Membership.

The Federation Membership is home owner, civic, and condominium owner associations representing households throughout Fairfax County. The fifth Annual Survey was open to any County resident, with responses from 40 of 44 County Zip codes and all Magisterial Districts.

The Federation's Board of Directors and Membership appreciate you representing our Fairfax communities. We know you understand our concerns about these issues and will give them your qualified attention while communicating their status to the Federation.

Queries regarding a specific issue may be directed to the respective preparer listed on the bottom of each Issue page or to the Legislative Committee at [FedLegislationChr2018@fairfaxfederation.org](mailto:FedLegislationChr2018@fairfaxfederation.org).

Respectively submitted,



Tim Thompson  
Legislative Committee Co-Chair  
Past President



William S. Barfield  
President

Enclosures: Eleven 2019 Legislative Issues

Fairfax County Federation of Citizens Associations  
2019 Legislative Issues

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<b>19C03</b>	<b>Plastic Bags</b> Single-use plastic bags are an environmental disaster: they are difficult to recycle and, as litter they degrade into micro-plastics that enter the food chain.	Ban (or tax to reduce use of) single-use plastic bags.	<a href="#"><u>10</u></a>
<b>19L01</b>	<b>Proffers and Impact Fees</b> Previously, proffers were negotiated between developer and local government. In 2016, in response to misuse by some local governments, the state put severe and confusing limitations on proffers.	Establish clear and concise standards for the adoption and use of proffers associated with re-zonings and new development	<a href="#"><u>11</u></a>
<b>19G01</b>	<b>Redistricting Commission</b> The legislature – with governor sign-off – draws legislative and Congressional districts after each census. The party in power typically draws districts for political advantage.	Establish a non-partisan redistricting commission to define legislative and Congressional districts.	<a href="#"><u>12</u></a>
<b>19P01</b>	<b>Reduce Hand-Held Devices Usage While Driving</b> Current law prohibits drivers under age 18 from using cell phones and texting and older drivers from texting.	Prohibit the use of hand-held communication devices by all while operating motor vehicles, with exceptions for while legally parked, GPS-devices, emergency vehicles, and emergency situations.	<a href="#"><u>13</u></a>
<b>19T01</b>	<b>Smart Transportation: Sources to Promote Regional Connectivity</b> Current transportation funding and priorities are auto centric, to the exclusion of other modes that could enable a better working network.	Five specific positions to seek new funding and study alternative methods of improving mobility.	<a href="#"><u>14</u></a>

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<b>Issue ID:</b> 19A01 Local Authority to Regulate Short Term Rentals
<b>Issue for:</b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input type="checkbox"/> Fairfax Board of Supervisors
<b>Date Approved by Federation:</b> 25 October 2018
<b>Issue:</b> The General Assembly should <b>oppose any bill that restricts the authority of local governments to regulate short-term rentals (STRs)</b> . The Federation supports local control. New STR local regulations have just gone into effect in Fairfax County, and our Delegates and Senators should NOT propose or support any state legislation that interferes with the local regulations. If state legislators feel that any portion of the new Fairfax County zoning ordinance amendment is too restrictive, then the appropriate recourse is to lobby the county Board to change the ordinance.
<b>Background:</b> The Federation supports the right of STR hosts to rent out portions of their home, but local regulation is needed to address the deleterious effects that some STRs are having on local communities. The Federation worked hard for the passage of SB 1578 in 2017 which granted local governments the right to regulate STRs. Federation members made multiple trips to Richmond to encourage passage of that bill and were gratified when it became law. The Fairfax Board of Supervisors has responded by enacting STR ordinances.
<b>Existing Conditions/Impacts:</b> The County ordinance allows STRs operators to rent out part of their primary residence, but establishes rules that prevent turning a home in a residential neighborhood into a de facto hotel. Unregulated STRs can be a great nuisance to the neighbors and also reduces the stock of affordable housing for purchase or for long-term rentals.
<b>Preferred Position:</b> Oppose any General Assembly bill that restricts the authority of local governments to regulate short-term rentals (STRs). The Fairfax STR ordinance calls for the County to study its implementation and impact and to issue a report after 18 months. If state legislators want to influence county policy, they should get their views and concerns expressed in that county evaluation report – but should NOT support any legislation limiting local government authority over STRs.
<b>Benefits:</b> STRs that register and follow the county STR rules can continue to profit from sharing their home with lodgers. Neighborhoods will greatly benefit from reduction of the potential harmful effects of unregulated STRs, including parking, noise from group events, and security concerns from having unknown people in their midst.
<b>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</b> (1) Leaders and residents of community associations and HOAs concerned about the proliferation of unregulated short-term rentals (STRs) in their communities. (2) STR operators that will continue to earn money from sharing their homes with lodgers, but that have been concerned about the bad STR actors that have harmed their collective reputation.
<b>Lead Federation Committee:</b> Citizen Association Services (CAS)
<b>Prepared by:</b> Don Hinman and Sue Kovach Shuman, Co-Chairs

## Fairfax County Federation of Citizens Associations 2019 Legislative Issues

<b>Issue ID:</b> 19E01 City-County Revenue Equalization
<b>Issue for:</b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input type="checkbox"/> Fairfax Board of Supervisors
<b>Date Approved by Federation:</b> 25 October 2018
<b>Issue:</b> Equalizing the revenue-generating authority of counties with that of cities.
<b>Background:</b> The distinction between the taxing authority of Virginia’s cities and counties has been a source of contention for many years. Fairfax County serves over one million citizens, and yet is tightly constrained in its ability to address the fiscal needs of its community, whereas municipalities serving a fraction of that number enjoy much greater flexibility. During its 2017 session, the Virginia Senate offered a resolution to study local government fiscal stress, and directed the study to review “the disparity between city and county tax authority.” In the Senate’s 2018 session, a bill to equalize the taxing authorities of cities and counties was referred by letter to the Joint Subcommittee on Local Government/Fiscal Stress. (See prior Federation Issues 18E01, 17E01, 16E03)
<b>Existing Conditions/Impacts:</b> Virginia caps the amount that counties (but not cities) can apply to lodging, cigarettes, admissions, and meals, and requires that meals taxes in counties (but not cities) be subject to approval by referendum. This produces stark differences between adjacent jurisdictions. For example, while Fairfax County has been authorized by the Commonwealth to charge a county tobacco tax up to the state amount of \$0.30 per package of cigarettes, the city of Alexandria charges \$1.15 per package, the city of Fairfax charges \$0.85 per package, and the city of Falls Church charges \$0.75 per package. Counties have become increasingly reliant on real estate taxes for their revenues.
<b>Preferred Position:</b> The Federation should support legislative efforts to equalize the revenue-generating authority of counties with that of cities.
<b>Benefits:</b> Counties increasingly experience the same kinds of pressures as cities, such as higher poverty levels and drug use, and the costly solutions require a more flexible revenue-generating approach. Equalizing the tax treatment of counties and cities would permit a much-needed diversification of revenue streams in county budgets, and would better allow counties to match their communities’ needs with appropriate resources.
<b>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</b> Educational organizations and county governments, as well as the Virginia Association of Counties (VACo). .
<b>Lead Federation Committee:</b> Education
<b>Prepared by:</b> Nancy Trainer and Ed Saperstein, Co-chairs

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<b>Issue ID:</b> 19E02 Free and Reduced-Price Meals
<b>Issue for:</b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input type="checkbox"/> Fairfax Board of Supervisors
<b>Date Approved by Federation:</b> 25 October 2018
<b>Issue:</b> Providing educational funding from the Commonwealth to help defray the higher costs associated with educating students who receive Free and Reduced-Price Meals (FRM).
<b>Background:</b> Students who receive FRM are among those who are most at risk of educational failure. Low-income students often require additional instruction and remediation, and their lack of at-home resources and support place them at a well-documented disadvantage when they enter the classroom. Data show that these disadvantages grow into an achievement gap which has proven difficult to narrow, let alone close. Meeting these children's needs requires schools to spend extra time, attention, and other resources above and beyond what is needed for children who do not receive FRM. (See prior Federation Issues 18E02, 17E02)
<b>Existing Conditions/Impacts:</b> Fairfax County Public Schools (FCPS) serve a diverse student population, in which more than 54,000 (or 29% of the total student population) are eligible for FRM. This percentage has grown significantly since the most recent recession, while overall state funding levels for K-12 education have declined in real terms. Title I federal funds (for children in poverty) make up little of the difference between children's needs and the funding required to meet those needs.
<b>Preferred Position:</b> The Federation should support legislation to create educational funding that addresses the higher needs of FRM students. Providing per-student funding can help provide these children with the resources they need to be successful, and would help similarly situated children throughout the Commonwealth.
<b>Benefits:</b> Targeting educational funding for students who receive FRM will help address the achievement gap that has long existed among students whose demographic characteristics vary. In addition, by basing funding on a per-student basis, we direct these funds to at-risk children in all communities.
<b>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</b> Educational organizations and county governments, particularly in areas with large percentages of FRM-eligible students.
<b>Lead Federation Committee:</b> Education
<b>Prepared by:</b> Nancy Trainer and Ed Saperstein, Co-chairs

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<b><u>Issue ID:</u></b> 19E03 School Opening Date
<b><u>Issue for:</u></b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input type="checkbox"/> Fairfax Board of Supervisors
<b><u>Date Approved by Federation:</u></b> 25 October 2018
<b><u>Issue:</u></b> In Virginia, local school boards are generally not permitted to set their own opening date for the school year.
<b><u>Background:</u></b> In the 1980s, the Virginia General Assembly adopted a law generally requiring the school year to start after Labor Day. This was to help the tourism industry staff their businesses with a summer labor pool of high school workers, but in today's economy the tourism industry attracts various workers in other age groups. Some contend that a change in law would hurt tourism. However, the change in law does not shorten the summer break, but merely allows local school boards to start and end the school year at an earlier date. (See prior Federation Issues 18E03, 17E03, 16E02)
<b><u>Existing Conditions/Impacts:</u></b> The Code of Virginia mandates that schools open after Labor Day. Thus, FCPS students have less classroom time before standardized tests such as the nationwide Advanced Placement (AP) and International Baccalaureate (IB) tests which are in early or mid-May, and also the Virginia Standards of Learning (SOL) exams. The AP and IB tests figure substantively in college admissions or transfers, scholarships, course selection and advanced standing. The current law puts our students at a competitive disadvantage as most states allow schools to start before Labor Day. There is a limited waiver that FCPS normally cannot qualify under. Due to all the inclement weather days over the last several years, FCPS qualified for a waiver that will expire after the 2019-2020 school year.
<b><u>Preferred Position:</u></b> Support legislation permitting local school boards to set the school year without need for the limited waiver.
<b><u>Benefits:</u></b> Having the school year start date decision at the local level puts the decision in the hands of those who best know the local community. It helps our students as it provides more instructional time before standardized tests such as the AP, IB and SOL exams and helps get better value out of instructional time.
<b><u>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</u></b> Fairfax County Public Schools and other school districts in Virginia, Fairfax County PTA and other PTAs.
<b><u>Lead Federation Committee:</u></b> Education
<b><u>Prepared by:</u></b> Ed Saperstein and Nancy Trainer, Co-chairs

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<b>Issue ID:</b> 19C01 Property Assessed Clean Energy (PACE)
<b>Issue for:</b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input type="checkbox"/> Fairfax Board of Supervisors
<b>Date Approved by Federation:</b> 25 October 2018
<b>Issue:</b> Climate change is the most important environmental issue of our time. If nothing is done about reducing our emissions of greenhouse gasses (GhGs) very soon it is likely that we will see sea level rises on the order of 200 feet, based on studies the geologic record. The single most cost effective way to reduce electric demand is to implement clean energy capital improvements.
<b>Background:</b> Thirty percent of Federation legislative priority survey participants consider climate change the most important environmental issue facing the Commonwealth. Fifty-nine percent consider climate change “Very Important” or “Most Important” on the Federation’s Survey. Additionally Air quality was identified as the second most important environmental issue in the Federation survey with 63% ranking it as either “Most Important” or “Very Important”.
<b>Existing Conditions/Impacts:</b> The Property Assessed Clean Energy (PACE) is a no-cost program that allows property owners to pay for cost effective clean energy capital improvements through property taxes over the useful life of the improvement. In many instances the result of PACE funding means that the savings on energy bills exceed the cost of funding as soon as the improvement is installed. Currently in Virginia, PACE is only available to commercial properties and specifically not allowed for condo associations. The PACE program in Virginia also requires specific enabling legislation from each jurisdiction.
<b>Preferred Position:</b> Expand the PACE program to include condominiums and/or homeowners and/or establish a Commonwealth-wide program rather than requiring local Government enabling legislation.
<b>Benefits:</b> PACE programs are reducing energy use and costs across the country. Reducing GhG emissions not only reduces the risks due to climate change but also air pollution in general by reducing emissions from burning fossil fuels.
<b>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</b> Virginia Energy Efficiency Council (VAEEC), Chambers of Commerce, Sierra Club, 350 Fairfax, homeowner and condominium associations. .
<b>Lead Federation Committee:</b> Environment
<b>Prepared by:</b> Flint Webb, Co-Chair



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<b><u>Issue ID:</u></b> 19C02 Roadway Salt and Lawn Fertilizer
<b><u>Issue for:</u></b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input checked="" type="checkbox"/> Fairfax Board of Supervisors
<b><u>Date Approved by Federation:</u></b> 25 October 2018
<b><u>Issue:</u></b> The Commonwealth needs to identify and enforce best management practices (BMPs) in improving local water quality. Stormwater runoff is the fastest growing source of pollution to the Chesapeake Bay and local streams. Lawn fertilizer is the leading cause of non-source point pollution in stormwater runoff resulting in algae overgrowth and dead zones. Recently, the Virginia Department of Environmental Quality (DEQ) has identified chloride associated with winter deicing/anti-icing activities as contributing to a water quality impairment. Drinking water systems are also subject to the negative impacts of salt applications.
<b><u>Background:</u></b> The environmental issue with the highest average ranking in the Federation legislative priorities survey was stream water quality and the third highest average rating was Chesapeake Bay Health. Seventy-two (72) percent of respondents rated stream water quality “Very Important” or “Most Important”.
<b><u>Existing Conditions/Impacts:</u></b> ROAD SALT - The Virginia Department of Environmental Quality is developing a Salt Management Strategy (SaMS) for northern Virginia driven by the Accotink Total Maximum Daily Load (TMDL) study. LAWN FERTILIZER - As of 2017, Fairfax County had 66,231 acres of turf grass. In Fiscal Year 2017, 21,000 tons of fertilizer was applied in Fairfax County. A recent Virginia Cooperative Extension publication on lawn care points out that a single fall application of fertilizer on well-established cool season lawns will suffice to meet the turf’s needs. Despite this fact, lawn care companies in Fairfax County regularly recommend as many as six fertilizer applications per year, significantly contributing to causing the algae-covered ponds in our residential areas.
<b><u>Preferred Position:</u></b> ROAD SALT - Support SaMS in the identification and promote adoption of BMP’s that seek to reduce winter salt use. SaMS programs should be expanded to include public outreach and educating private de-icing salt appliers. LAWN FERTILIZER - The Virginia Nutrient Management Standards and Criteria (VNMSC) should be reassessed to (1) determine whether reductions in amounts of fertilizer allowed for residential use would be appropriate, and (2) determine whether contractor-operators who hold permits to apply fertilizer in Virginia are complying with the VNMSC as they apply to residential lawns. If the assessment finds noncompliance, enforcement should be tightened. Public outreach and education should be expanded.
<b><u>Benefits:</u></b> ROAD SALT - Not only will SaMS programs improve stream water quality and by extension Chesapeake Bay Health, but it will also decrease salt damage to personal automobiles, roadways and drinking water systems. LAWN FERTILIZER - Not only will these actions improve stream and pond water quality and by extension Chesapeake Bay health, but they will also reduce costs to home owners and make our residential ponds healthier and “aesthetically pleasing.”
<b><u>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</u></b> Soil and Water Conservation Districts across the Commonwealth, public drinking water treatment facilities, American Water Works Association, Trout Unlimited and other fishing advocacy groups, Sierra Club, Friends of Accotink Creek and other environmental groups.
<b><u>Lead Federation Committee:</u></b> Environment
<b><u>Prepared by:</u></b> Flint Webb & Monica Billger (Co-Chairs)

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<b>Issue ID:</b> 19C03 Plastic Bags
<b>Issue for:</b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input type="checkbox"/> Fairfax Board of Supervisors
<b>Date Approved by Federation:</b> 25 October 2018
<b>Issue:</b> Single-use plastic is a critical environmental, economic and public health issue. This plastic in the environment degrades to form micro-plastics which is consumed by fish, sea mammals, and birds, enters the human food chain, and eventually kills these animal species.
<b>Background:</b> Over 76% of the respondents to the Federation’s 2018 Legislative priorities survey considered single use plastic trash as being either “Very Important”, or “Most Important” of the list of environmental issues. Plastic trash also affects the Chesapeake Bay Health which was considered “Very Important” or “Most Important” by over 62% of the survey respondents. (Plastic bag fee/credit was previously advocated in Federation Issue 15C03.)
<b>Existing Conditions/Impacts:</b> When not controlled at all times, plastic bags become particularly harmful because they degrade more easily than other single-use plastic, become tangled up in trees and bushes in our neighborhoods creating eye sores, and clog our streams by becoming entangled in tree roots and creek plants. Kitchen plastic waste bags are difficult to recycle and gum up equipment used in single-process recycling facilities. Similarly, single-use plastics gum up farm equipment when blown onto farm land. It drifts onto roadways, get trapped in motor vehicles, jam up moving equipment, and potentially causes accidents. We note that plastic shopping bags are less expensive and stronger than paper shopping bags, making them the favorites of retail businesses, but their overall negative long-term impact to the environment and society should be of concern to all citizens.
<b>Preferred Position:</b> Single-use plastic bags should be banned or taxed to reduce their usage.
<b>Benefits:</b> Banning or taxing plastic shopping bags would make a big positive difference in the amount of plastic waste cluttering up our roadways, clogging up our streams, entering our food chain, and killing our wildlife.
<b>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</b> Senator Chap Peterson has been carrying a plastic bag bill for many years – the Federation has previously supported him in his effort. Friends of Accotink Creek, Clean Virginia Waterways, Ocean Conservancy, Chesapeake Bay Foundation, and similar environmental groups.
<b>Lead Federation Committee:</b> Environment
<b>Prepared by:</b> Flint Webb, Co-Chair

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<b><u>Issue ID:</u></b> 19L01 Proffers and Impact Fees
<b><u>Issue for:</u></b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input checked="" type="checkbox"/> Fairfax Board of Supervisors
<b><u>Date Approved by Federation:</u></b> 25 October 2018
<b><u>Issue:</u></b> The Commonwealth should grant all counties and municipalities authority to consider impact fees levied against residential development.
<b><u>Background:</u></b> Over 30 years ago, the Virginia General Assembly began to address balancing planning decisions and capital improvement needs by enabling counties and municipalities to secure funds to mitigate impacts of re-zonings. In exchange for project approval (conditional zoning), proffers allowed developers to provide land, infrastructure, cash or other conditions and constraints to meet community standards.
<b><u>Existing Conditions/Impacts:</u></b> The scope of the proffer system has been expanded throughout the years. There was no uniform guideline which guided the program, and differed depending on the localities' program. Opponents to the proffer system claimed localities encouraged developers to proffers conditions above and beyond the intent of the enabling legislations. Loosely defined, proffers could be offered in the form of land, infrastructure, cash or other conditions/constraints.  The last change occurred in 2016, as an attempt to fetter unreasonable expectations placed on applicants, introduced a substantial change to the proffer system by limiting the way off-site and cash proffers can be accepted to only transportation, public safety, and parkland needs. Furthermore, the new code was unclear and created a lot of uncertainty, thus rendering the program ineffective and unresponsive to the communities directly impacted by the new development.
<b><u>Preferred Position:</u></b> Establish clear and concise standards for the adoption and use of fees associated with re-zonings and new developments. The system should be equitable, legally defensible and financially relevant for all localities within Virginia. The amount of the fee must be a proportionate fair-share of the costs of the improvements made necessary by the development and must not exceed the cost of the improvements. These fees should support and be consistent with the localities adopted comprehensive plan.
<b><u>Benefits:</u></b> Ensuring new developments pay a fair share (rational nexus) of the cost of adjacent public infrastructure will provide needed additional fees and resources to support neighborhood public infrastructure improvements.
<b><u>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</u></b> Realtors, developers, residents, zoning boards.
<b><u>Lead Federation Committee:</u></b> Transportation Committee and Land Use Committee
<b><u>Prepared by:</u></b> Karen Campblin, Co-Chair, both committees

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<b><u>Issue ID:</u></b> 19G01 <b>Redistricting Commission</b>
<b><u>Issue for:</u></b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input type="checkbox"/> Fairfax Board of Supervisors
<b><u>Date Approved by Federation:</u></b> 25 October 2018
<b><u>Issue:</u></b> The current redistricting process is biased and, therefore, unfair.
<b><u>Background:</u></b> Gerrymandered districts are noted by their torturous & obscure shapes. The United States Supreme Court has ordered four additional Virginia legislative districts be redrawn because existing districts are unconstitutional - they don't adhere to the accepted standards of compactness, contiguity, and balanced citizen representation. The Virginia Senate ranks tenth in the Nation for the most torturous and obscure boundaries shape factor.  The 2018 Federation Survey showed 76% of Fairfax residents support a comprehensive redistricting effort via a non-bipartisan, unbiased Redistricting Commission. The Survey showed only 10% of County residents oppose this commission. (See prior Federation Issues 15G01, 16G01, 18G01)
<b><u>Existing Conditions/Impacts:</u></b> Gerrymandering is deliberate manipulation of legislative boundaries for political power. Election outcomes are affected because gerrymandering: (1) Reduces electoral competition; (2) Reduces voter turnout; (3) Determines outcomes in the party primary elections/conventions; (4) Increases incumbent advantage; and (5) Increases election costs due to broader area canvassing and media buys.
<b><u>Preferred Position:</u></b> Support establishment of a non-partisan redistricting commission for all Commonwealth and Federal legislative districts.
<b><u>Benefits:</u></b> The benefits of the resolution would be easy comprehension by residents of their district boundaries and fair representation for all Virginia voters.
<b><u>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</u></b> Citizen voters, The League of Women Voters, OneVirginia2021
<b><u>Lead Federation Committee:</u></b> Legislation
<b><u>Prepared by:</u></b> Bill Barfield and Tim Thompson, Co-Chairs

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<b>Issue ID:</b> 19P01 <b>Reduce Hand-Held Devices Usage While Driving</b>
<b>Issue for:</b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input type="checkbox"/> Fairfax Board of Supervisors
<b>Date Approved by Federation:</b> 25 October 2018
<b>Issue:</b> Distracted drivers are increasingly a documented often-lethal threat to themselves, vehicle occupants, other motorized vehicles and their occupants, cyclists, pedestrians, and road-workers. In fact, DISTRACTION is now the primary cause of motor vehicle accidents in the US. While many factors contribute to distractions, it's important to reduce the cognitive and physical tasks and burdens when possible while driving. Therefore, to increase safety for citizens and property of the Commonwealth, the Fairfax County Federation of Citizens Associations requests a Legislative Action to REQUIRE vehicle operators to use Hands-Free devices and PROHIBIT them from using personal hand-held devices for talking, transmitting, reading any type of display and writing, even by using symbols or icons. Exceptions would apply for vehicle operators while lawfully parked, operators of emergency vehicles while performing official duties, and anyone reporting an emergency.
<b>Background:</b> Currently, full restrictions only address drivers under the age of 18, who are prohibited to text or use a cell phone while driving. Restrictions addressing adult drivers ONLY prohibit TEXTING while driving and reading of texts and e-mails. Currently, the law does NOT prohibit the use of Hand-held devices or reading of any material displayed and writing by using symbols or icons. Distracted Drivers are a danger to themselves, vehicle occupants, other vehicles, and pedestrians. (See prior Federation Issues 15P01, 17P02, 18P03.)
<b>Existing Conditions/Impacts:</b> This initiative aims at prohibiting the use of ALL hand-held interactive personal devices for ALL drivers, while operating a moving vehicle. No impacts are seen in terms of costs. However, saving even one life will have a great, positive impact and will relieve the social burdens resulting from loss of life or injuries.
<b>Preferred Position:</b> Legislation should require that cell phones and other interactive personal equipment be in a hands-free mode when the vehicle is in use. Legislation should further prohibit the use of any personal hand-held device for the purpose of talking, transmitting, or reading any material displayed and writing, even if using symbols or icons. This prohibition would not apply to: Vehicle Operators while lawfully parked; Vehicle Operators using a GPS navigation system; Operators of emergency vehicles while engaged in the performance of their official duties; Any person if reporting an emergency.
<b>Benefits:</b> Increased safety on the roads. Decreased number of accidents with consequent loss of lives, property, work productivity, and psychological distress.
<b>Potential Supporters</b> (Community leaders, Public/Private Partnership Opportunities, Organizations): Virginia and Fairfax County Bi-partisan Senators and Delegates .
<b>Lead Federation Committee:</b> Public Safety
<b>Prepared by:</b> Patrick Smaldore and Dean Sherick, Co-chairs

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<b>Issue ID:</b> 19T01 <b>Smart Transportation: Sources to Promote Regional Connectivity</b>
<b>Issue for:</b> <input checked="" type="checkbox"/> Fairfax Delegation to the General Assembly <input checked="" type="checkbox"/> Fairfax Board of Supervisors
<b>Date Approved by Federation:</b> 25 October 2018
<b>Issue:</b> Virginians face major transportation challenges that will not be resolved with the current funding levels and population growth. New and innovative approaches to transportation management, capacity building, and funding are needed.
<b>Background:</b> A robust transportation system is crucial to our economy and quality of life, yet our roads, highways and transit system need repairs, maintenance, and enhancement. Our current funding mechanisms are woefully inadequate to address these issues – an innovative approach is needed.
<b>Existing Conditions/Impacts:</b> 80% of Virginia’s transportation spending focuses on auto-centric projects, such as new and wider highways, which usually provide only a limited-time congestion relief. Investors, such as Amazon, indicate a good transit system is a major evaluation factor when determining locations for major investments. In order to remain competitive, Fairfax County and the Commonwealth of Virginia needs to focus on building an equitable and comprehensive transportation network that supports all modes of transportation and mobility capabilities.
<b>Preferred Position:</b> Support a more balanced transportation improvement approach which provides more transportation choices that promote more walking, biking, and use of transit. When implemented in combination, the following policy and funding initiatives, regional collaboration, and smart growth techniques will result in cost-effective solutions to our transportation needs. <ol style="list-style-type: none"> <li>1. Funding Sources - Support new transportation funding sources.</li> <li>2. Support performance standards, such as SmartScale, that include increased mode share for transit, Transportation Demand Management, (i.e. carpool, Slugging, Telework, Walking, Biking) and Transit</li> <li>3. Oppose efforts to reduce funding for alternative transportation and transit programs and services</li> <li>4. Support a comprehensive study to extend the Orange Line further west.</li> <li>5. Support incorporating transformative Intelligent Transportation Systems (i.e. autonomous vehicles, electric/hybrid vehicles, High Speed Rail).</li> </ol>
<b>Benefits:</b> Smart Transportation planning will help to meet the growing demands on our transportation system, reduce congestion, promote active healthy living, and provide transportation access for all.
<b>Potential Supporters (Community leaders, Public/Private Partnership Opportunities, Organizations):</b> Adjacent localities, environmental groups, developers, residents, visitors.
<b>Lead Federation Committee:</b> Transportation
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