



**Supervisor John T. Stirrup
Gainesville District**

THE GAINESVILLE EXPRESS

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Dear Gainesville Resident,

There are several issues, which I would like to address in this issue of the Gainesville Express, including the transmission lines, immigration and the intersection of Heathcote Boulevard and Catharpin Road.

Transmission Line Update

As you may be aware, Dominion Virginia Power is seeking approval to construct and operate a new transmission line. Known as the Meadow Brook-Loudoun 500kV line, it will likely adversely affect the residents of the Gainesville District and Prince William County.

Currently, Dominion Power and those opposed to the transmission line are preparing for the State Corporation Commission (SCC) hearings. The SCC has completed the public hearings on the issue. The next step is the hearing, which will begin in Richmond on Monday, January 14, 2008, at 9 a.m. This hearing to receive comments from public witnesses will be held in the Commission's second floor courtroom located in the Tyler Building, 1300 East Main Street, Richmond, Virginia, 23219. Arrive early and sign-in with the bailiff. Keep in mind, if a person has already appeared and testified at the local hearing, he or she may not be allowed to speak again unless new information is being shared.

Also, written public comments concerning the line are still being accepted but must be received by December 14, 2007. All correspondence must be sent to the Clerk of the State Corporation Commission, Document Control Center, P.O. Box 2118, Richmond, Virginia 23218-2118, and refer to case number PUE-2007-00031. You may also submit comments electronically at the SCC's website: <http://www.scc.virginia.gov/caseinfo.htm>. Click on the PUBLIC NOTICES link and then scroll down to **PUE-2007-00031 and PUE-2007-00033** then click the SUBMIT COMMENTS button for case number PUE-2007-00031/PUE-2007-00033. The Dominion Power case number is PUE-2007-00031 and is a joint application of Dominion Virginia Power and Trans-Allegheny Interstate Line Company case number is PUE-2007-00033. You may address either case or both cases in one submission.

On the federal level, the Department of Energy (DOE) finalized the Mid-Atlantic Area National Interest Electric Transmission Corridor (NIETC) by approving the federal designation for a Mid-Atlantic Area National Interest Electric Transmission Corridor, thus, giving Power Company's new leverage to force landowners to permit the installation of electric transmission lines. The designation gives public utilities the right to bypass local officials and overturn the action of state regulators in determining where power lines may be constructed.

This corridor designation affects all of Prince William County and will be in effect for twelve years. You can view the entire 136 page DOE report and order designating the corridors on Supervisor Stirrup's website at <http://www.gainesvillesupervisor.com/Transmission%20Lines.htm>. This report states on page 131 that all applications for rehearing must be received by 5:00 PM on November 5, 2007. Any resident who filed comments with DOE can consider applying for a rehearing (see page 130 of the report for details).

Important dates from the SCC

- (1) The hearing, currently scheduled to commence on January 14, 2008, shall be retained on the Commission's docket to receive comments from public witnesses;
- (2) The evidentiary hearing shall commence on February 25, 2008, at 9:00 a.m. in a Commission courtroom;
- (3) The date for filing Respondent testimony and exhibits is hereby extended from October 9, 2007, to December 4, 2007;
- (4) The date for the filing of Staff testimony and exhibits is hereby extended from November 5, 2007, to January 8, 2007; and
- (5) The date for the filing of Applicants' rebuttal testimony and exhibits is hereby extended from December 3, 2007, to February 5, 2008.
- (6) Written public comments must be submitted by December 14, 2007

Immigration

On July 10, 2007, the Board of County Supervisors (BOCS) unanimously approved a resolution I offered to reaffirm the rule of law in the County as it pertains to immigration. The resolution was in response to our communities repeated calls to address the chronic and growing problems associated with illegal aliens. This resolution is an affirmation of the Rule of Law and should not be construed as “anti-immigrant.” Legal immigration remains, throughout our history, one of the cornerstones of our unique American culture and civilization. The BOCS has been clear in its direction to staff that the new procedures must be designed and implemented in a manner fully consistent with federal law regulating immigration and protecting the civil rights of legal residents. Prince William County will still welcome legal immigrants with open arms and provide all assistance to them permitted under the law.

Since the adoption of the July 10, 2007 resolution, several policy decisions will have to be made. I would encourage all residents to keep informed on the issue by asking to be put on my distribution list on this topic. We will send periodic updates and announcements in order to keep people current on this issue. Please contact my office by email at gainesville@pwcgov.org or by phone at (703) 792-6195 if you would like to be added to the list.

The Intersection of Heathcote Boulevard and Catharpin Road

Prince William County roads are built in one of three different methods, the Virginia Department of Transportation (VDOT) builds them, the County is granted approval by the voters to issue transportation bonds for transportation projects, and developers proffer road improvements which sometimes include building new roads. (Proffers are voluntary contributions on the part of a developer which help offset the impact a development will have on the surrounding area as a result of the new development.)

The intersection of Heathcote Boulevard and Catharpin Road was proffered by three separate developers, Lennar (U.S. Homes), Drees and Richmond American. Drees and Richmond American built the western portion of the intersection and Lennar (U.S. Homes) built the eastern portion. The western portion of Heathcote Boulevard was completed and opened prior to the completion of the eastern section. When Lennar completed the eastern section, VDOT inspectors noticed a design flaw in the intersection and denied

the acceptance of the intersection until it could be corrected. These flaws created a situation that a vehicle going through intersection at the posted speed would likely become airborne and then come down with sufficient force to “bottom out.”

It is very uncommon to a District Supervisor to become actively involved in a proffered improvement, as it is the developer’s responsibility to work with VDOT to resolve any outstanding issues. I became involved because of the tremendous improvement this intersection would have on the quality of life for residents of the Gainesville District. When I was notified of the problem, I called a meeting with representatives of the County, VDOT and the developers to assess the problem and develop a plan to rectify the design flaw. Over the next few months, it became clear that the problem was very complex and would require a total reengineering of the intersection. Some measures were taken such as lowering the speed limit on Catharpin Road, which simplified some of the issues, but a significant reconstruction of the intersection would be required.

As more meetings were held it became apparent that I would have to become more involved in the solution. I began speaking with high-level officials in VDOT to try and streamline the review process to begin work on the reconstruction of the intersection. The result of these conversations was an unprecedented level of VDOT assistance in the design process, specifically with VDOT engineers explaining what they will be looking for prior to the submission of the design. Typically, the VDOT engineers only become involved once the design is submitted. This extra communication with the VDOT engineers allowed the developer’s engineers to resolve problems early in the process and saved several months of design and review time. Also, VDOT committed to giving this project the highest possible priority. VDOT committed to reviewing this project as soon as it arrived temporarily tabling other projects. This project received the same level of attention as the Springfield Interchange and Wilson Bridge project. This resulted in VDOT turning the review around in days instead on months.

I also challenged Lennar to make the redesign and construction of the intersection a top priority. As a result, the developer shaved several weeks of their anticipated schedule and delivered the design a month ahead of schedule. I would also note that the trigger stated in the proffer agreement requiring Lennar to deliver the project had not been met, meaning that Lennar was not required to deliver the intersection until later in the project. I appreciate their efforts to bring this much needed transportation improvement online as soon as quickly as possible.

I would like to thank all at VDOT and Lennar who put their heads together and developed an out-of-the-box solution to a challenging problem. Given the challenges present at the intersection, it could have taken months if not years longer to complete.

Sincerely,

John T. Stirrup
Gainesville District Supervisor

October 17, 2007 Next Gainesville District Quarterly Town Hall Meeting:

Please join Supervisor Stirrup for his next Town Hall Meeting starting at 7:30 p.m. on Wednesday, October 17, 2007 at Bull Run Middle School, located at 6308 Catharpin Road, Gainesville, Virginia 20155.



Tim Faherty, Tom Lamm and John Stirrup at Gainesville District Town Hall Meeting, May 17, 2007

Recap of the May 17, 2007 Town Hall Meeting:

My last Town Hall meeting was held on May 17, 2007 at Alvey Elementary School. I had invited Tom Lamm and Tim Faherty with the State Corporation Commission (SCC) to give a follow up on my prior Town Hall Meeting concerning the transmission lines. Tom Lamm serves as the Assistant Director of the Division of Energy Regulation and Tim Faherty serves as the Manager of Consumer Services of the Division of Energy Regulation for the SCC. Virginia Delegate Michele McQuigg, representatives from Congressman Tom Davis and Congressman Frank Wolf's offices, as well as, Prince William County Board Chairman Corey Stewart were also present.

I began the meeting by updating the audience of my action on this issue. I continued by pointing out some beneficial legislation before the federal government. These bills include H.R. 809, introduced by Congressman, Hinchey, Congressman Frank Wolf, and Congressman Tom Davis, which seeks to repeal section 216 of the Federal Power Act (as added by the Energy Policy Act of 2005) which presently provides for the use of eminent domain authority for the construction of certain electric power lines and HR 829 introduced by Congressman Wolf intended to clarify and amend the Federal Power Act by requiring a thorough analysis of all alternative measures that could be implemented to address the energy transmission congestion concerns, including an analysis of demand reduction and available new technology. Also included is a provision that "a diminution of 10% or more in the value of any property which results from the right-of-way and the construction of electric transmission facilities on the right-of-way shall be treated as a taking of property for purposes of this subsection." This Act would apply to any national interest electric transmission corridor designated after February 5, 2007.

Next on the agenda was Tom Lamm, Assistant Director for the Division of Energy Regulation for the SCC. Mr. Lamm informed the audience that the SCC is an independent body established by Virginia's Constitution to administer the laws that regulate corporations. The three-member Commission is appointed by the General Assembly, each one to a staggered 6-year term. Their regulatory duties are provided by the General Assembly, and their decisions can only be appealed to the Virginia Supreme Court. One member of the three-member Commission must be an attorney. The Commission functions like a courtroom with formal proceedings and a witness chair. The witness takes an oath, and if their testimony is accepted, it is placed in the record. Only what is accepted into the record is considered in the decision of the SCC. The

applicant is a formal party and subject to discovery, and formal respondents are subject to discovery. The rules of practice for a public witness are followed. All parties must be notified for discussion, although they are not allowed any facts except those that are accepted into the evidentiary record. The staff will issue a report, however this does not mean that it is the decision of the Commission.

Mr. Lamm then explained that public interest is the driver of the Commission. The other part of the SCC consideration is the financial soundness of the utility to raise capital. Although the Office of the Attorney General is generally a consumer advocate, they do not participate in transmission line cases. Once the application is made to the SCC, there is a general review of the legal issues, and then a wetlands impact report is given, along with a coordinated environmental review. Virginia Department of Transportation (VDOT) may get involved. The SCC gives consideration for VDOT preferences for right of way. The Department of Environmental Quality also provides a report to the SCC in the process. Also, if requested by any county, the Commission shall give consideration to local comprehensive plans that have been adopted and shall consider the effect of the proposed transmission lines on economic development within the Commonwealth.

Transportation Updates

VDOT Road Projects

The Gainesville Interchange (I-66@Route 29 Interchange, Route 29 The Gainesville Interchange (I-66@Route 29 Interchange, Route 29 Widening, Linton Hall Road Interchange, Route 29 and Gallerher Road Railroad Grade Separations):

This project is funded in VDOT's Six-Year Plan. The I-66/Route 29 Interchange project includes ramp improvements on the interchange, two rail overpasses, and the widening of Route 29 to Virginia Oaks Drive. Right-of-way acquisition for the Interchange is expected to begin in 2007 with construction advertisement expected in 2013. Please use the following link for the most up to date information on this project: <http://www.virginiadot.org/projects/const-project.asp?ID=449>.

I-66 HOV Lane Extension (Route 234 Bypass to Route 29): Under Construction

Phase II of the I-66 widening project will construct two lanes in each direction, one regular and one HOV lane, from the Route 234 Bypass to Route 29. The median will be preserved to accommodate future barrier-separated HOV lanes or transit. With right-of-way acquisition fully funded, this project is expected to go to advertisement in the Summer of 2006, two full years ahead of schedule. The anticipated completion date is Summer 2010. This project needs to be completed in order for the Gainesville Interchange project to move forward.

Tri-County Parkway:

After a delay in funding, the work necessary to complete the environmental studies for the Tri County Parkway has resumed effective July 1, 2007. The Section 106 process to assess the impact on historic properties still needs to be completed.

The Commonwealth Transportation Board (CTB) has selected the West II alignment for the Tri-County Connector. This alignment will roughly begin at the I-66/Route 234 Bypass Interchange and extend north between Conway Robinson Memorial State Forest and the Manassas National Battlefield Park. It will follow the approximate alignment of Pageland Lane, then cross Route 234 (Sudley Road) to the east of Sudley Park, turn to the west until it meets Sanders Lane, then it will proceed north until it terminates at Route 50 (John Mosby Highway) in Loudoun County where it could tie-in with the Loudoun County Parkway (Route 659 re-located). A Final Environmental Impact Statement (FEIS) is complete. Please visit the VDOT website for more information on this project: <http://www.virginiadot.org/projects/tcp.asp>.

Coverstone Road @ Miramar Drive:

VDOT is assessing the possibility of installing a traffic signal at this intersection. Hazard Elimination funds from the federal government have been request for this project. The schedule of this project will be determined once federal funds are obligated.

County Bond Projects

Route 15:

The final project of the 2002 bond referendum, Route 15 will be widened to a four-lane divided facility from just north of the I-66 / Route 15 Interchange to the Route 234 intersection, following the existing roadway alignment. This project will also include the realignment or the Route 234 intersection with Waterfall Road and will coordinate with the construction of several privately funded improvements along the corridor. The Old Carolina Road and Heathcote Boulevard projects were combined with the Route 15 project and were bid at the same time with the Route 15 project. Construction is expected to begin in August 2007.

Old Carolina Road:

This project will provide a direct connection for the Westmarket, Piedmont and Heritage communities. Old Carolina Road will be upgraded to a four-lane divided facility with a raised median and curb and gutter from north of the overpass of I-66 on Old Carolina Road to Piedmont Vista Dr. This project has been included in the construction contract for Route 15.

Heathcote Boulevard:

This project will provide alternative access to the James Madison Highway, Old Carolina Rd. and I-66 corridors. The project consists of a new segment of Heathcote Boulevard, which will extend with the existing terminus of Heathcote Boulevard and Old Carolina Road to Route 15. This project has been included in the construction contract for Route 15.

A complete update of transportation projects is available on my website www.GainesvilleSupervisor.com.



Supervisor Stirrup at a Haymarket Senators game

Parks, Open Space, and Trails Chapter of the PWC Comprehensive Plan

The Planning Commission recommendation of approval of a new Parks, Open Space, and Trails Chapter for the Comprehensive Plan on September 26, 2007, after a third public hearing, is a milestone for the County. It came a full year after the first public hearing in September 2006, at least 18 months after Park Authority work and PWC Planning Staff research, compilation of data, and public outreach.

The version recommended by the Planning Commission was greatly impacted by the dedicated work of a coalition of County citizens who came together informally after the second public hearing and wrote their own plan to encourage higher expectations and goals. Both Park Authority Staff and PWC Planning Staff worked hard during August to have a final version ready for review and approval in September.

Major points in the plan include goals for parkland of:

1. 25 acres per 1000 population of County owned parks, and
2. 10% of County lands in public and private parks.

The figures are based on total County lands minus Quantico, which comes to 196,000 acres. So the first goal for a 2030 population of roughly 550,000 would mean 13,750 acres of County parks. The second goal, based on 196,000 acres would mean almost 19,600 acres in parks that include County and privately owned parks.

Another major point is a goal of 39% of that same 196,000 acres in the County to be protected open spaces. The adopted definition of protected open space matches that of the EPA and the Chesapeake Bay Protection Act. This acreage includes the large open spaces already provided by federal and state entities as well as conservation easements of the Virginia Outdoors Foundation.

The third major point is that this plan addresses an entirely new topic. The subject of trails has been added as an additional section of the chapter as well as to the chapter title. Recommendations include setting up a Trails Committee to address the challenges this topic brings.

Next, the Board of County Supervisors will be holding a public hearing on this proposal at their meeting on October 16 at 7:30 p.m. The final version of the proposed chapter recommended by the Planning Commission is available on the County's website; to read this report follow link:
<http://www.pwcgov.org/documents/bocs/agendas/2007/1016/16-C.pdf>

UOSA Flat Branch Pump Station and Forcemain Improvement Project

The Upper Occoquan Sewage Authority (UOSA) is planning to upgrade and improve the Flat Branch Pump Station (FBPS) and the associated delivery system. An increase in pumping capacity is required to address increased wastewater flows and associated peak flows within the watershed. The project is currently in the design stage. The project will be constructed along its current alignment through the flat branch corridor. Construction is expected to start during the second quarter of 2008 and last for approximately three years.

The following elements will be included with the proposed upgrade and improvement project: a new grinder structure/pump station, upgrades to the existing pump station and electrical infrastructure, a new electrical building, new odor control facility, a third force main from the FBPS to the UOSA Regional Water Reclamation Plant, improvements to the gravity delivery system directly feeding the FBPS, additional equipment storage facilities, as well as miscellaneous facility improvements.

If you would like more information on this project, please visit UOSA's website at www.uosa-construction.org

Recent Happenings In Gainesville



Heathcote Blvd. & Catharpin Rd. Intersection
Opens 9-03-07



Irongate Community Clean-up Day



Madison Crescent Ribbon Cutting 9-20-07

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