

OFFICIAL MINUTES OF THE REGULAR MEETING OF THE MANASSAS PARK GOVERNING BODY HELD ON TUESDAY, MARCH 8, 2016 AT 7:00 PM AT MANASSAS PARK CITY HALL, ONE PARK CENTER COURT, MANASSAS PARK, VIRGINIA

Roll Call: Frank Jones, Mayor
Bryan E. Polk, Vice Mayor
Keith Miller
Suhas Naddoni
Preston Banks
Jeanette Rishell
Michael Carrera

Absent: None

Staff: Lana A Conner, City Clerk
Dean Crowhurst, City Attorney
Kimberly Alexander, City Manager

1. Approval of Agenda:

MOTION: Councilmember Naddoni moved to approve the amended agenda with addition of items under Paragraph (1), (5) and (7) for closed meeting.

SECOND: Councilmember Carrera

VOTE: Unanimously passed

2. Moment of Silence/Pledge of Allegiance: Councilmember Banks

3. Citizens Time: None

4. Recognitions:

4a. Resolution 16-1000-1185 Proclamation Manassas Park ID Awareness Resolution: Jacqueline (Jackie) Turner, Program Manager for Intellectual Disabilities Program with Community Services Board:

MOTION: Councilmember Miller moved to approve Proclamation as presented.

SECOND: Councilmember Carrera

The Resolution will be sent to Ms. Turner. She thanked the Governing Body and the citizens for their continued support of these citizens who have disabilities and are living in the community.

VOTE: Unanimously passed

4b. Proclamation: April 1-7, 2016 Local Government Education Week:

MOTION: Councilmember Rishell moved to approve Proclamation as presented.

SECOND: Councilmember Carrera

VOTE: Unanimously passed

5. Presentation:

5a. Metropolitan Washington Council of Governments (COG) : Chuck Bean Executive Director: Presentation on Programs at COG: Presentation made part of the record.

COG is an independent, nonprofit association of 22 local governments (300+ local, state, and federal elected officials). Every month, over 1,500 officials and subject matter experts meet to learn about the latest trends and data, share best practices, and develop solutions to the region's major challenges. They are a population of about 5.3 million. Region shaping Leaders are COG Board of Directors, National Capital Region Transportation Planning Board (TPB), Metropolitan Washington Air Quality Committee, Policy/Technical Committees, and Chief Administrative Officers. TPB prepares plans and programs that the federal government must approve in order for the region to receive federal funds. COG has 134 professional staff members with a \$28 million budget in 2016. Additional programs are cooperative purchasing, health care coalition, Institute for Regional Excellence, commuter connections, transportation/Land Use Grants, Clean Air partners, Anacostia restoration. COG saves members money on research, consultants through expert regional analysis and publications and helps officials think regionally when making local decisions.

There are 141 Activity Centers that accommodate the majority of the region's future growth and Manassas Park has one Center within the City. These centers occupy about 9% of the regions land mass. Fifty percent of new households in the region will be in one of these centers. From an employment perspective their aspiration is that 75% of new jobs will be in one of these new activity centers measured by commercial construction.

RICCS, 2 24/7 systems created and maintained by COG helps officials communicate during emergencies via text alerts & notifications and set-up regional conference call on snow and other emergencies. There are 12 Manassas Park officials registered to receive messages.

Manassas Park City schools realized a savings of \$14,300 (42,000 gallons) in diesel fuel. Manassas Park can participate through regional bulk cooperative purchasing on COG rider contract. They are planning on creating a new position; cooperative purchasing manager which will save our members more money.

Councilmember Rishell asked about the climate energy and environment policy committee and stated COG's new engineer come to NVTVA and made a presentation on how to make the environment better and was there a price tag on that. With the presentation it seemed the dollars were flying out the window. Technical committee came up with 80 potential strategies and it was reduced to 24. They were put into two batches; one could be feasible and the other a stretch not financially feasible and not politically feasible. Some of these strategies were in the hundreds of millions of dollars. Governing Body thanked the Director for this presentation.

5b. Manassas Park City Schools: Presentation on the FY17 Preliminary Proposed Budget Schools: Copy of presentation made part of the record:

Dr. Bruce McDade, Superintendent of Schools:

FY2016 enrollment is 3,393 and FY17 Enrollment proposed to be 3,456. Hispanic population of the schools is at 56% which presents a challenge because a lot of students have not attended school for several years from other countries and do not speak English. At the end of the course testing with the new 4x4, the results on the SOL testing in January was very encouraging with some of the best results. On chemistry there was 97% pass rate.

There are four goals: ensure high standards of student learning, build professional relationships, cultivate committed personnel and deliver world-class, technologically integrated facilities.

The majority of school needs in terms of personnel instruction staff will be at the high school. Fourteen positions were added to the schools last year to get the schools into compliance. There is continued growth at the high school to over 1,100 students.

Positions: They need a Core teacher (MPHS) in the core areas, CTE teacher (MPHS) for compliance issue, a SPED teacher (MPHS), special education instructional aide (MPE) and two alternative education teachers (MPHS) to provide instructions onsite as opposed to sending kids offsite. They do not need staffing at Cougar, and MPES with the exception of the aide, and at the middle school.

They need a full time guidance counselor at the high school which is a compliance issue as well as Cougar Elementary. They have two counselors at high school now. They need two translators throughout the division, Medicaid coordinator (which can recoup some of the service cost the schools provide), bus driver and van driver. The translators, coordinators, and the drivers are not FTE positions. They need to purchase a bus and van.

Technology: they need Level 1 Technician (division), help desk (MPMS), Instructional Technology Resource Teacher (ITRT) (MPE) and site based testing coordinator (MPHS, MPMS and MPE). They provide two dual enrollment cyber security classes for 18 students. The senate and house unanimously approved House Bill 831 mandating in all Virginia schools that computer science and coding must be infused into the curriculums K-12 into the SOL's. Schools received a grant in excess of \$62,000 to run the cyber security summer program for sophomores, juniors and seniors. Testing is now year around.

Digital Devices: the eighth graders will take their devices with them to 9th grade. The devices the seniors have will go back to the fifth graders. They will then purchase devices for the 6th, 7th and 8th graders next year which will provide a solid 6th-12th one to one initiative at the secondary campus.

Krista Kelly, Finance Director City Schools:

To cultivate committed personnel that are invested in the overall excellence of the school, you must compensate them correctly which means more than just salary. They must keep their commitment to professional development by continuing to provide tuition reimbursement for select courses.

Division-wide raises: Each point increase is \$275,000. Two percent does not address starting teacher salary. The recession and cuts made and reduction of teacher starting salary has not recovered. They are lagging behind our neighbors. Starting teacher salary of \$46,000 would have to be raised by 3.84%. There is minimal state funding increase FY18 vs. FY17.

Should everyone over \$100,000 get an increase? It would be minimal increase for other employees (\$3.57 per person per day). Using equivalent hourly rate-Starting teacher salary: they must be considerate of where schools stand within other jurisdictions as far as starting salaries.

Health care: City schools will have an increase of approximately 10.6% for PPO plan and 5% for HMO plan. Do the schools pass on the increase or pay for increase as part of the budget. There are employees that do not take school health care insurance.

VRS: there is a mandated VRS increase. There are adjustments to teacher schedules. VRS for professional staff increases to 14.66 from 14.06 this year. Next year it will go to 16.32. Salary increase will have huge impact next year on VRS.

Transportation: schools need to recruit and retain transportation staff. Substitute drivers are trained and then go elsewhere. Health care may be a way to retain transportation staff.

They need to continue to hire teachers and continue with their development. They hired sixty-nine teachers last year.

Schedule adjustment: they are looking at a slight extension to the calendar year. They went down to 176 days from 180 with introduction of the "intercession" adding another ten days. They are looking at moving back toward the 180 mark.

Management Advisory Group (MAG) is looking at salary schedules for the school system which should address starting salary issues as well as compression.

The 3.84 COLA would be estimated at \$1,056,000 which covers health care, VRS increase, schedule adjustments and 2% COLA (minimum)

Two percent raise and covering health care: Incremental Expenditures:

Academics	\$ 440,000
Community relations	\$ 409,000
Technology	\$ 550,000
Committed personnel	<u>\$1,140,000</u>
Total	<u>\$2,539,000</u>

Brenda Foster, School Board Chairman: School Board Salary:

Incremental Revenues & Expenditures	Variance
Transfer over estimated state revenue covered out of fund balance	(350,000)
Federal Revenues declined	(109,302)
City	\$235,515
Local	\$ 41,170
State	<u>\$1,569,692</u>
Total	<u>\$1,387,075</u>
Need	<u>\$2,539,000</u>
Gap	\$1,151,925

Possible Revenue Increases: \$100,000 federal fund hold, \$294,850 senate budget passes House – 146,646 and \$100,000 increased Medicaid funding
 General Fund Tax \$ allocation for FY2016 at \$1.55 tax rate; schools get \$.70 of \$1.00 for operations and debt service. Portion of general property tax revenue \$.1 cent = \$142,000 based on current assessment. School share of each \$.1 cent increase is \$95,140 comprises 80% of total unallocated city revenue.

Revenue sharing discontinued in recession. It was 57% of unallocated revenue. There was trouble with true-ups. School operation revenue has declined over last several years in financial plan. The economy has gotten better. The City has been able to refinance a significant portion of school debt which city took on when agreement was changed. While there is still significant increase in debt payment for FY18 they are not receiving the funds under the current arrangement that we would have had under the revenue sharing agreement.

Revenue Sharing Realities: In 2015 under the agreement they would have gotten another \$1,391,534 million of what was available in unallocated funds. In 2016 it would have been \$889,580, in 2017 it would have been \$1,206,577 and in 2018 \$481,651 due to big debt service payment. The schools will continue to work on this budget and continue with negotiations.

Councilmember Rishell stated the bottom line is the schools are receiving less than they would have received had they remained under the revenue sharing agreement. Chairman Foster stated yes that is the amount extra they would have received under the agreement.

Chairman Foster stated their delta is \$1.1million and in 2017 the difference would be \$1.2 million. Yes that would have covered it. The city's finance director has not reviewed these figures.

Councilmember Banks stated his concern is overcrowding of the classrooms. This was discussed last year. Dr McDade stated with the addition of the 14 instructors, they did a great job in getting classrooms in compliance. There are some concerns because of choke points at high school.

The Mayor requested that this information be sent to Governing Body where they will review and send their questions to the City Manager and he will schedule a Worksession with the schools in the near future to go over the figures.

5c. Virginia Railway Express VRE Manassas Park Station Parking Expansion Study: Sonali Soneji, and Christine Hoeffner, Office of Planning Program Development:

Copy of presentation made part of the record. They are in process of issuing an RFP for a scope of study to identify total parking demand for VRE and non-VRE uses in the station area/City Center downtown. The scope of the study will look at different alternatives to provide adequate parking within a mixed-use district with a grade-separated access to VRE platform. The study will help identify an alternative as well as funding and implementation plan for all different alternatives identified and evaluated. The funding would include the design and construction of the facility chosen. Conduct preliminary engineering, NEPA documentation, and final design for the preferred alternative. The Study would include a site selection process. They are looking at several options. The study will include a parking demand analysis for VRE parking and riders. Currently there are 616 surface parking spaces which are not enough. In September 2015 it was at 96% utilization which means it is full. In October 2015, there were 745 riders boarding. VRE riders park in Manassas Park city hall surface lot and on-street parking. Development in station area may not have provided adequate parking. The study can look at different reasons where you might need additional parking. There is a limited amount of time so they would have to rely on existing documentation with a little bit of field study. The study will identify current and future demands for parking.

Project timeline & funding:

Alternative Analysis - 4 months; Preliminary Engineering and NEPA documentation-8months; final design – 12 months. NVTA FY2015-15 program awarded \$500,000 for first two tasks. NVTA FY2017 program had a request for \$2M which is being processed depending on availability of funding. City will need to identify funding for design and construction of elements other than VRE parking spaces (including non-VRE parking, retail, etc.) NVTA funds are mandated for transportation and congestion reduction.

Looking for other funding sources could slow the project down but they would look for other funding sources. VRE would try to work out an implementation plan depending on where the funding is coming and if you have money to advance the design you would still need money for construction.

Ms. Hoeffner stated without the study it is difficult to have an idea of what the potential demand might be and the ultimate number of parking spaces.

Mayor Jones stated the state is putting increased emphasis on getting cars off the road. Potomac and Rappahannock Transportation Commission is putting resources behind busses from Gainesville/Haymarket. There is reason to believe that there would be a push to continue to increase the ridership of VRE. How will VRE go about the projection process to say that we want to capture whatever that peak ridership number is and those that would board at Manassas Park station? How do they do the projections for ridership? At present VRE is undertaking a modeling process for the Gainesville/Haymarket extension using the COG model which has future projections as well as some of the improvements that are proposed in this area. They have to come to an agreement on the final number.

Mayor Jones wanted to make sure when we look at the scope of the project, we don't under scope it. We must plan for the future and the capacity that will be required. The data collection will happen in the first phase of the alternatives analysis (first 4 months). The RFP should be advertised this month. The award may be May/June 2017.

Data counts will not be used in summer months for ridership to make sure they used figures that were not skewed during the summer month when ridership decreases. Their modeling takes into consideration residential development. The inputs are provided by the COG using regional projections of employment and population as well as a travel analysis which feeds into existing information and origins and destinations.

Councilmember Banks stated our police department completed a study and found that a large portion of our riders that park at our station come from outside of Manassas Park. Information covers not just projection from Manassas Park City but surrounding jurisdictions as far as the model. He stated he lives close to the station but is not a walker. She stated that is taken into consideration in the model and they take two surveys a year to find out how riders access the VRE station, their home, and work location.

Mayor Jones stated this project is very important and when the consultant is brought on board, he would encourage VRE to let the consultant know the city will want to have a meeting with that person to be able to go through the details of the analysis, model inputs, etc., in case the city needs to give additional input.

5d. Modular Clinic Update Information: Calvin O'Dell, Director of Community Development:

City received the 100% design as considered by engineers, Bowman Consultants. ADTEK has designed an approximately 1,800 sq. ft. building, based on research of similar types of facilities, although actual building footprint may change slightly, depending upon which modular manufacturer is awarded the contract. Entrance would be off Courtney Drive (old bus loop for elementary school). They have provided two handicap accessible spaces directly in front of building.

At the Public Hearing on November 4, 2015, two citizens spoke, raising concerns over parking impacts and stormwater impacts. Staff feels that parking for the clinic is more than adequately accommodated, and that the proposed use will not adversely affect available on street parking for the surrounding residents. The main entrance will be via a handicapped accessible ramp that will be situated in a newly added grassy area, which creates an overall reduction in impervious surface for the site. The screening has been addressed with evergreen plantings. There is a stand of healthy mature trees there. The design incorporates evergreen plantings to act as screening between the proposed use and surrounding residential use. A building of this size would require 9 off-street parking spaces. The proposed plan has 6 spaces immediately adjacent to the building, and a total of 23 spaces in the lower half of the existing parking lot, which once was parking for the now removed elementary school.

Since proposed hours of operation are during daylight hours, no further site lighting is being proposed. Furthermore, though the lot is zoned Public Facilities, and no setbacks are prescribed, the design adheres to the required R-1 setbacks to help ensure adequate separation between uses.

Staff does not believe there will be any impact on on-street parking. Pedestrian crossings have been added to improve foot traffic access to the site, and the installation of a new hydrant is included in the plan to achieve fire coverage requirements spelled out in the City's Public Facilities Manual.

The overall reduction in impervious area should account for a reduction in stormwater runoff, and the new grassy area should act to absorb a portion of existing sheet flow, thereby decreasing any potential for negative stormwater impacts offsite. Staff feels that the combination of screening and other improvements in the design, coupled with the limited hours of operation of the clinic, should adequately mitigate any undesirable impacts to the neighboring residential properties.

The Manassas Park Planning Commission recommends approval contingent on clarification on the 30-foot road behind houses on Colburn Drive and that property no longer have any implied ingress/egress.

The City Attorney stated in 2009 the city petitioned the court to obtain title to the 30-foot outlet road. This matter was taken care of when title to the school property was transferred to the city and there are no issues with this outlet road. The residents backing up to Costello Park off Colburn do not have the right to use that land and should be notified to that effect.

The entrance off Courtney has been a one way entrance and is wide enough to get emergency apparatus to the building. They have left 25 feet off the back of the building so emergency apparatus would have no problem getting around the building. The terms of the grant will be spelled out in the RFP.

The Governing Body will approve what the final design of the building will look like.

It was consensus of the Governing Body for Staff to move forward with approval by staff of the site plan and move forward with RFP process for modular clinic at Costello Park.

6. Consent Agenda:

6a. Approval of Minutes of February 16, 2016

6b. Morton Salt: Deicing Salt Purchase \$34,731.65 Ratification

6c. Upper Occoquan Sewage Authority: Replace Jay Johnson as City Representative and appoint Gary Fields as UOSA Representative

MOTION: Councilmember Rishell moved to approve Consent Agenda as presented.

SECOND: Councilmember Carrera

The City Manager stated the permanent replacement may not be the public works director.

VOTE: Unanimously passed

7. Unfinished Business:

7a. Bowman Engineering Amend Rate Schedule: Utilize their VDOT approved rates for federal/state aid highway projects: Public Works Director

Bowman Consulting Group is an on call engineering consultant for the City of Manassas Park. Bowman consulting has presented a rate schedule. This rate schedule would replace the ones they have attached to their original contract. These rates would align with Bowman's approved rates through VDOT. They had to go through a FAR (Federal Acquisition and Regulation) audit and these rates are in conformance with their approved FAR audit and in conjunction with VDOT guidelines. The City Attorney stated when we first got this agreement we were waiting for this audit to go through which it didn't and the city had to do something because we had a need for Bowman to do work for the city. Bowman came up with original rate schedule which was a guess of what the cost would be if the FAR rates were approved. The city is getting a better deal with the new rates. Bowman has been charging city the new rates.

MOTION: Councilmember Carrera moved to accept recommendation of staff to approve amended Bowman Engineering rate schedule.

SECOND: Councilmember Naddoni

VOTE: Unanimously passed

8. New Business:

8a. PW: Consider Grant Request with Virginia Department of Health for Safe Routes to Schools Project: Public Works Director:

There is an application for VDH grant. There is an active infrastructure grant project underway along Euclid Avenue to serve Manassas Park Middle School that is moving forward. This is a non-infrastructure Safe Routes to schools Grant on behalf of the City. The Health Department had approached the city in January to develop this grant that would be working with the school facility as well as the city to identify tools, means and methods to help with education enforcement and education for taking a more proactive approach in trying to encourage the students in our school system to think about walking and biking. The grant application is due April 1, 2016 which does not give the city enough time because of the amount of information needed so they would like to continue and apply for the grant next year.

MOTION: Councilmember Banks moved to approve staff recommendation to move forward with the grant application.

SECOND: Councilmember Rishell

Councilmember Banks asked if there would be a signal at that Euclid Avenue/Manassas Drive intersection. When the intersection project is reconstructed, there will be pedestrian crosswalks and pedestrian signals incorporated into the project.

VOTE: Unanimously passed

8b. HR: Public Safety Comp Study & Recommendation: Director of Human Resources: Copy of presentation made part of the record.

In a recent compensation study, data showed that the City's Public Safety staff is the lowest paid among local jurisdictions by an average of 9%. The study shows how the 9% has been broken down. By increasing the salary ranges in the pay plan by 4%, the City could take the first step in closing that gap. Should this amendment to the pay plan be approved, employees earning "under minimum" would require salary adjustments.

Estimated cost for adjusting "under minimum" staff salaries would be:

- \$40,000 for Police department staff.
- \$15,000 for Fire and Rescue staff.

Every time the City loses a Public Safety staff member due to compensation; it costs the city between \$30,000 to \$40,000 to re-fill the position. This cost includes training, advertising, certification, and equipment. Overtime is not included in this plan. The city benefits are comparable to other jurisdictions.

MOTION: Councilmember Naddoni move to accept recommendation of staff to amend the public safety pay plan by increasing the pay ranges by 4% and that the Governing Body approve pay increases to minimum for any employee under the new minimum and it be effective with the next pay period.

SECOND: Councilmember Carrera

Councilmember Naddoni recommended that the public works pay scale be reviewed because he feels they are under paid.

Councilmember Banks commended both Chief Evans and Chief Dixon for the excellent job they have done with their departments.

VOTE: Unanimously passed

The Governing Body unanimously approved the Public Safety Compensation Study and recommended 4% salary range adjustments and salary increases for certain personnel in the Police and Fire/Rescue Departments. The Governing Body expressed their strong support of our Police and Fire/Rescue personnel and their commitment to making our departments more competitive with surrounding jurisdictions.

8c. PW: Purchase Dump Truck: Virginia Truck Center:

Public Works Dump Truck (#135) is in need of replacement due to rust and deterioration of the body frame. Body frame repair is not a viable option as services would be costly and would not render the vehicle safe for operation. The dump truck is a 1999 GMC 7500. The Department of Public Works requests approval to purchase a new dump truck from Virginia Truck Center. This vehicle would be purchased through the City of Harrisonburg, Virginia, Freightliner bid. The purchase of this vehicle includes a 10' hydraulic spreader and snow plow. One adjustment to specification because they had to get a spreader stand, stainless steel upgrade to spreader and coal door tailgate insert. There are no industrial car washes in the area so it would be hard to clean the undercarriage of the trucks to remove salt, etc to keep trucks from rusting. Salt corrodes the bed so purchasing the stainless steel bed for the spreader will help. They spray an anti-salt solution on the under carriage of the vehicles.

MOTION: Councilmember Rishell moved to accept recommendation of staff and purchase a dump truck from Virginia Truck Center for \$132,654.00.

SECOND: Councilmember Carrera

Allocation: 60% water & sewer fund 20% stormwater fund 20% general fund

VOTE: Unanimously passed

8d. Rugby Road Dirt Removal: Not to exceed \$100,000: Public Works Director:

The City of Manassas Park has utilized the Rugby Yard Facility located behind the old Independence school for over twenty years to place fill material associated with Public Works projects, including water/sewer repairs, sidewalk repair, asphalt work, etc. The Rugby Yard also serves as a stockpile facility for various types of stone to be used with public works projects. Material had been hauled away in years prior to 2009 by a contractor but debris and stockpiled fill dirt have accumulated since that time.

The facility has reached its capacity to receive fill material limiting staff's ability to access clean stone for public works-related projects. It has limited employee's ability to get into the facility. It is recommended that moving forward, the City remove fill material on an ongoing basis. There is about 9,000 cubic yard of material which is about 450 truckloads. It is a mixture of debris. They received two quotes; Seneca (5-15 trucks available) and Earhart (4 trucks available). Seneca's rate was \$225 truckload while Earhart was \$185 load. You can move more material with more trucks. Project time would take about eight weeks for Earhart and about three weeks for Seneca. At present, the city has no place to dispose of the material. They talked with surrounding jurisdictions and Fauquier County landfill stated they could take it but the city would have to provide the grading equipment and a driver as well as city delivering the material. It is very important that the city control where that debris is disposed because of disposal requirements by law. If you have a private contractor that is willing to take the debris you have to work with them on how long it takes them to remove it.

They may only take a couple of loads a week or a month. City would have to determine if any of this material is hazardous waste because by law that requires a certain standard to clean up and get rid of it. The city would make sure whatever contractor removed the debris that they met all federal and state requirements in terms of disposal.

Staff recommends that the Governing Body authorize the City Manager to enter into an agreement for up to \$100,000 for debris removal and disposal services at Rugby Yard Facility.

Councilmember Rishell stated she cannot support spending \$100,000 to move dirt. She stated there is no line item where the funding would come from in the budget. Funding would come from three line items; water & sewer (60%), stormwater management (20%) and streets (20%) public works projects. The Director stated some of that dirt has to be moved for space. They need to move at least one quarter to one third of the material. The Director hopes to go back to set a schedule with funding placed in budget cycle to have a comprehensive plan to move the dirt from facility on a regular basis. City does not have the equipment or manpower to move the dirt.

Councilmember Carrera stated it may cost more to move it over a period of time as opposed to all at once. The Director stated according to contractor, the rate does not get lower per load.

The Director has concerns about infiltration and stated we should be taking additional measures to insure city is in compliance with DEQ requirements. This pile must be stabilized and a silt fence must be installed around the facility to make sure there is no runoff. It would cost approximately \$7,500 to stabilize the site.

To remove approximately one-third of the debris; it would cost between \$35,000/\$45,000.

The stormwater fund has about \$256,000 balance but it does have encumbrances against it. The stormwater coordinator salary is to come out of this fund as well as some other salaries being spread among this amount. City could put one-third of amount now for removal and the rest in 2017 budget. The Director stated this would be a more sustainable way to remove the dirt. The Director will come back with a plan to tackle this problem for next year. If city employees were to remove the dirt gradually, they would have to rent a piece of loading excavating equipment (\$1,600 a week) plus the manpower but it could be done.

The Director will continue to search for those projects that need fill dirt.

MOTION: Councilmember Rishell moved to approve funding not to exceed \$40,000 to remove one-third of the dirt and remediation of the site.

SECOND: Councilmember Carrera

VOTE: Yes: Rishell, Carrera, Banks, Miller, Polk and Jones. No: Naddoni

9. Manager Report:

1. Upper Occoquan Sewage Authority will be reimbursing the city for damage to the equipment at Baker Street Park in the amount of \$18,000.
2. Randi Knight was appointed Social Services Director 21518

3. Hazardous Waste Day will be April 16, 2016
4. The on-line payment portal is up and working for water bills and real estate query
5. Temporary lane closures Wednesday night and possibly Thursday night due to Manassas Drive/Euclid Avenue project

Mayor Jones:

Daylight Savings Time: Set clocks ahead this weekend

Governing Body will hold a Special Meeting on Tuesday March 15, 2016

Mayor received a letter from Frank J. Principi, Chairman of Potomac and Rappahannock Transportation Commission, regarding the possibility of the City increasing its contribution to the PRTC bus system. The issue is whether city can agree to the terms that are associated with this proposed letter. The impact to the city would be a 40% ridership and 60% population calculation. This is for the Omni-ride component and would mean an additional \$29,000 in money that would be expected to come from Manassas Park. Manassas share would be \$159,200. PRTC funding has decreased because of gas prices from 2.1% motor fuels tax. Mayor Jones stated to some degree this balances the Prince William books at the cost of Manassas Park.

The Mayor believes that Manassas will not agree with this but will put all of their funds into VRE and state they cannot afford to fund both.

Councilmember Naddoni stated Prince William County is dividing their share of the cost between Manassas and Manassas Park and if Manassas refuses, it will fall on Manassas Park. The Mayor stated it is a proposal from their Chairman at this point and the position of their Chairman. Cost for Manassas Park will not increase if Manassas says no to \$159,200. Manassas has not voted on this request.

Councilmember Rishell stated even though they dropped the Omni-link request and just kept the Omni-ride, Prince William's share has dropped \$188,200. Mayor Jones stated that Prince William is making a \$5.2 million additional contribution to PRTC shortfall out of their operating money for next fiscal year.

Councilmember Rishell asked when they refer to the 50% of the cross county connector is that a 40/60 split of the 50%. Mayor Jones stated the calculation is based on 40% of documented ridership and 60% based on the population component of population Prince William vs. Manassas vs. Manassas Park. The 50% of the cost of the cross county connector service is split based on the 40% ridership and 50% population. The 50% would be a cost share across the two cities. At this time, we have no idea how many City residents use this service.

Councilmember Polk stated the solution does not match the problem here. Motor fuels tax revenues are down. Those revenues are driven by use of vehicles using motor fuels, price of motor fuels and efficiency of vehicles. So we are going to solve a problem by readjusting the allocation of expenditures. What this needs is an alternate funding source. Mayor Jones agreed and stated that is what the legislature did not do this year. There was a proposal to put a 2% motor fuels tax floor in place and Delegate Miller was in opposition so it died in committee. Councilmember Polk stated if we are going to build a reliance on a variable funding source then we get variable service.

There is a measure before the conference committee that would provide, based on some work that Rich Anderson has done, a cash infusion. It was a counter and one time bridge to what would have been the fuels tax floor.

Councilmember Naddoni asked if this will drop the cost which they are putting on the two cities when the fuels prices go back to average level. Mayor Jones stated there is no indication that that would be the case.

Councilmember Naddoni stated if we had to we could continue to be part of Potomac and Rappahannock Transportation Commission but not the bus service to pay for VRE.

10. Closed Meeting State Code of Virginia Freedom of Information Act Section 2.2-3711 of the Code of Virginia: 9:36pm: 1, 5, and 7:

MOTION: Councilmember Naddoni moved that the Governing Body go into closed meeting to (1) discuss the assignment, appointment, promotion, performance, and

Disciplining of specific City officers and employees, (ii) discuss a prospective business where no previous announcement has been made of the business's interest in locating in the City and (iii) consult with the City Attorney regarding a legal matter requiring the provision of legal advice by the City Attorney, pursuant to Paragraphs 1, 5, and 7 of Subsection 2.2-3711A of the Code of Virginia.

SECOND: Councilmember Carrera

VOTE: Unanimously passed

11. Return to Open Session: 10:25pm:

MOTION: Councilmember Miller

SECOND: Councilmember Carrera

VOTE: Unanimously passed

12. Certification & Action out of Closed Meeting if Necessary:

MOTION: Councilmember Miller moved the following Resolution:

WHEREAS, the Governing Body of the City of Manassas Park has convened a closed meeting on this date pursuant to an affirmative recorded vote and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3712(d) of the Code of Virginia requires a certification by this public body that such closed meeting was conducted in conformity with Virginia law.

NOW THEREFORE BE IT RESOLVED that the Governing Body of the City of Manassas Park hereby certify that, to the best of each member's knowledge, (i) only public business matters lawfully exempted from open meeting requirements under this chapter and (ii) only such public business matters as were identified in the motion by which the closed session was convened were heard, discussed or considered in the meeting by the public body.

SECOND: Councilmember Rishell

VOTE ROLL CALL: Yes: Miller, Rishell, Banks, Carrera, Naddoni, Polk, Jones

Action Out of Closed Meeting:

MOTION: Councilmember Miller moved to approve contract with Berkley Group to perform on-site staffing services for the City in the capacity of Public Works Director as discussed in closed session.

SECOND: Councilmember Carrera

VOTE: Unanimously passed

13. Adjourn: The Mayor adjourned the meeting at 10:26 pm.

Approved March 22, 2016

Frank Jones, Mayor

21516

Lana A. Conner, City Clerk