



# County of Fairfax, Virginia

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To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

## Board of Supervisors Transportation Committee

May 14, 2019

Government Center, Conference Room 11

### Board of Supervisors Members Present:

Sharon Bulova, Chairman  
John Foust, Dranesville District (Committee Chair)  
Pat Herrity, Springfield District  
Catherine Hudgins, Hunter Mill District  
Jeff McKay, Lee District  
Kathy Smith, Sully District  
Linda Smyth, Providence District  
Dan Storck, Mount Vernon District

### Board of Supervisors Members Absent:

Penelope Gross, Mason District (Vice Chairman)  
John Cook, Braddock District

### County Leadership:

Bryan Hill, County Executive  
Rachel Flynn, Deputy County Executive  
Beth Teare, County Attorney

### Transportation Advisory Commission:

Jeffrey M. Parnes (Chair)

Link to agenda and presentation materials:

<https://www.fairfaxcounty.gov/boardofsupervisors/board-supervisors-transportation-committee-meeting-may-14-2019>

Supervisor Foust called the meeting to order at 11:00 a.m.

### 1. Approval of Minutes

The minutes of the March 26, 2019, meeting were accepted with no changes.

## **2. Silver Line Phase 2 Implementation**

Mark Canale, Dulles Rail Project Manager (FCDOT), and Charles Stark, Senior Vice President, Metropolitan Washington Airports Authority (MWAA), briefed the Committee on the status of the Silver Line Phase II implementation. Mr. Canale provided the project status and a list of activities for Phase I and II of the project. The Herndon Metrorail Garage was completed and opened to the public on April 8, 2019. The Innovation Metrorail Garage is projected to be complete by the end of 2019.

Supervisor McKay asked about the challenge with the concrete work and its status. Mr. Stark replied that the contractor is putting a silicon coating on the concrete panels that formed the vertical walls of the stations. The silicon coating will prevent salt spray from entering the concrete. The work is about 30 percent complete. The Washington Metropolitan Area Transit Authority (WMATA) Board approved the fix and the sinking fund amount to reapply the coating on a ten-year interval. Regarding the issue of the hairline cracks in the wall panels at the Rail Yard, Mr. Stark stated that due to the design of the wall panels that were attached to the foundation, the panels were not allowed to move when the cold weather caused the concrete to contract. WMATA is reviewing the proposal to put a thicker coating like paint onto the panels to keep the water from migrating into the cracks and cause corrosion. The lifespan for the thicker silicon paints is being evaluated by WMATA, but it is likely to last more than ten years. It is possible that the contractor would have to create a sinking fund for WMATA to recoat in the future. Supervisor McKay asked if the silicon coating would have been applied to the panels regardless of the hairline cracks and the lifespan of the concrete panels. Mr. Stark stated that due to the hairline crack, the silicon coatings must be applied. Concrete does not require coating if constructed properly. The specification for the concrete panels called for a 100-year life. The contractor is paying for the initial costs and a sinking fund of \$6.7 million which would enable WMATA to reapply the coating every ten years with no additional cost to WMATA. Every time the coating is being reapplied, it could be done quickly at night when the stations are closed to prevent service disruption.

Chairman Bulova asked about the issue with the rail ties. Mr. Stark stated that the issue was that the contractor was convinced that they could not reach cross level on both sides of the special track work. These are the switches where the trains change the tracks. Leveling the ties is something that is important and must be done for all railroads. The problem was that the contractor performed some crude measurements and determined that the ties were the problem. MWAA asked the surveyors to use an exact method of measurement to determine the flatness of the ties, and they found that while some ties have minuscule camber problems, the ties were not level in the track bed, which would make the cross level of the rails a problem. WMATA rejected the contractor's proposal to install special dimension plates in certain areas of the tracks. The proposal would create a problem for WMATA in the future. WMATA would have to identify those special plates when they need to replace the tracks. Mr. Stark said that MWAA determined that the contractor would probably have to replace 25 to 30 ties that are out of dimension to fix the problem.

Chairman Bulova asked about the status of the Innovation Station that has a sinking or settling issue. Mr. Canale replied that it has been confirmed that the garage is stable, and the project is moving forward. Supervisor Foust asked if they have determined who would pay or be responsible for the cost. Mr. Canale stated that he was not certain and will have to talk to the Department of Public Works and Environmental Services staff.

Supervisor Hudgins asked who will be responsible for fixing the coating and cracks in the future. Mr. Stark replied that they have a two-year warranty. If the crack comes through the coating at the Rail Yard, the contractor must fix it to the satisfaction of MWAA and WMATA. Regarding the cracks in the stations on the main line stations, the sinking fund will be sufficient to take care of those coatings. It is a combination of the special sinking fund and the warranty. Supervisor Foust asked when the system will be open for revenue service. Mr. Stark stated that the system will be in operation in July 2020.

### **3. Free Student Pass Program**

Kala Quintana (FCDOT); Maria Eck, Justice High School Principal; Carlos Pineda-Lopez, Justice High School student; and Jillian O'Callaghan, On-Time Graduation Resource Teacher (Justice High School), updated the Committee on the Free Student Pass Program. The program has nearly 1.4 million student trips in less than four years. The students represent about 6.5 percent of total Fairfax Connector ridership. The students use a custom SmarTrip card. A Metrobus Pilot program at Justice High School has had about 32,000 student trips on Metrobus in less than eight months. The Free Student Pass Program has established a Memorandum of Understanding with WMATA, and is in negotiation with Fairfax County Public School (FCPS). The Justice High School Metrobus Pilot program attracts 35 percent of Justice High School students. According to the results of an online survey in March 2019, over 60 percent of Justice students want access to more Metrobus routes and extended hours, due to their work schedules and locations (Washington, D.C.). Free access to a Metrobus has helped students to gain better paying jobs to support their families. In addition to Justice HS, there are three high schools that are served only by Metrobus. Staff recommends reviewing possible expansion of the Metrobus Pilot program to Annandale, Marshall or Falls Church High Schools in School Year 2020-2021.

Principal Eck stated that the Free Student Pass Program has provided her students access to places like the malls for social activities and better employment opportunities. Many of the students have to go home after school to help their families and now can return for after-school activities. The program has a huge impact for the students. For example, Justice students have been learning to take the buses from their school to the Northern Virginia Community College (NOVA) for college and career readiness. The program has helped to remove obstacles for the students, because they were afraid of not knowing how to reach NOVA by buses. Ms. O'Callaghan stated that the Spanish speaking students are overjoyed, because they can use the program to get to work and support their families. The main achievement of the program is that the students can move around the region on their own and gain independence. Students are taking advantage of the program if they missed the school bus. They can now ride Metrobus to school, instead of missing a school day. Mr. Pineda-Lopez shared his excitement stating that he

can use the program for free, a savings of \$40 per week. The program allows him to attend after-school activities, access to better job opportunities, and prepare him for the future.

Supervisor Foust stated that Supervisor McKay and Supervisor Hudgins are the two initiators of the Free Student Pass Program. Supervisor McKay asked about the trends in the other schools that are served by the Fairfax Connector. He also stated that he hoped to quickly implement the Metrobus Pilot program to the other three high schools. Ms. Quintana replied that the trends are holding with regards to the high usage schools. As parents learn more about the program, they contact the school principal to consider joining the program. Regarding the expansion of the program, Tom Biesiadny, FCDOT Director, stated that after having a full year of data from Justice High School, staff will be able to project the costs and report to the Board for future expansion decisions.

Supervisor Hudgins thanked Ms. Quintana for the work that she has done. She stated that the program has given students a sense of maturity that is occurring by taking the bus and being a responsible participant. The service is being utilized in a very efficient way. Commissioner Parnes stated that it is a significant moment that the students who took the buses by themselves are more mature, aware of the surrounding areas, and can travel without their parents.

Supervisor Storck stated that the key to success for students is their attendance in school. He suggested exploring the connection between the school IDs and student passes to their attendance in school. Ms. Quintana replied that it is a matter for the School Board to consider. She stated that staff has had a long conversation with the libraries to incorporate the idea. Supervisor Storck stated that he will have a discussion with the School Board regarding the issue.

Supervisor Foust stated that the Board is in supportive of staff recommendations. He thanked all the presenters for their time and sharing their experiences with the program.

#### **4. Cut Through Traffic – Turn Restriction Permit Program**

Neil Freschman, FCDOT, updated the Committee on the Cut Through Traffic – Turn Restriction Permit Program. During the 2019 General Assembly (GA) session, HB 2033 was passed to provide an additional tool to address cut-through traffic in Fairfax County. The County will have the authority to implement a permit program to exempt residents from cut-through restrictions currently in place or that may be established. The legislation does not change the existing cut-through mitigation program or authorize the County to establish its own cut-through restrictions irrespective of the VDOT process. The costs for development and implementing the program are projected to be \$165,000. Staff is seeking the Board's guidance on policy questions and to work with other departments to establish the ordinance, policy, and elements of the program. Staff will return to the Board for a public hearing and consideration of a new ordinance section, and program implementation guidelines in early 2020.

Chairman Bulova asked why the legislation does not allow visitors, caregivers, service providers, relatives or others who reside at the address to be able to have a permit and use the program. Mr. Freschman stated that he did not know the answer. However, at any of the cut-through locations, there are alternative routes where the vehicles can enter, but they are not the most direct route. Chairman Bulova suggested working with the sponsor of HB 2033 to modify the language of the program. Mr. Biesiadny stated that with the restrictions today, everyone including the caregivers and service providers can use a different route to access the location. It is easier to determine the qualifications by using the vehicle registration and the driver's license to a specific address.

Supervisor Smyth stated that VDOT must approve the process, and that it is difficult to meet the VDOT's standards under the cut-through program. Allison Richter, VDOT, stated that VDOT would like to involve the larger public early in the process to determine whether the surrounding neighborhoods would support the restrictions. Often traffic spills over to the neighborhoods surrounding the neighborhood with cut through traffic restriction. Supervisor Herrity stated that it is another tool to use where cut through traffic has been a problem and how to use it appropriately. He was supportive of moving the program forward. Supervisor Hudgins stated that a monitoring time frame should be used to provide data to the Board. She raised a concern about how to identify who would benefit and who would be disadvantaged by the program. Supervisor Storck was supportive of the program. He asked a question about the timeline of the program (from two to four years) and whether the new guidelines would have shortened the time duration. Mr. Freschman replied that the timeline is based on the community's interactions on both the petition and the ballot. It takes a long time for the community to go through the process. The timelines for developing the ordinance and the program guidelines are concurrent. Ms. Richter noted that depending on when the request came in, VDOT would prefer not to collect traffic count data during the summer months or December holidays, that could delay the process further. Commissioner Parnes noted that in the Town of Vienna, there are signs that state "no right turn unless local serving traffic only".

Supervisor Foust stated that the Board would like to see this program move forward with the next steps.

## **5. Update on Bikeshare in Fairfax County**

Chris Wells and Nicole Wynands, (FCDOT) updated the Committee on the status of Bikeshare in Fairfax County. A bikeshare feasibility study was a collaborative effort by the City of Fairfax, Town of Vienna, County of Fairfax, and George Mason University. The study was intended to determine the feasibility of a bikeshare program including docked bikeshare, dockless bikeshare, e-bikes and e-scooters in the Route 123 corridor between Tysons and Burke Centre.

Supervisor Storck asked about the I-66 Commuter Choice Program fund. Mr. Biesiadny replied that it is a two-year cycle. One is the capital cost for the equipment, and the second is for the on-going operations. Supervisor Storck stated that he was supportive of more bicycle access, but

still skeptical on the bikeshare model. Mr. Wells stated that the region is studying the dockless and pedal-assisted technology as options for the future. Chairman Bulova asked why there is a recommendation not to pursue bikeshare at the Burke Centre Virginia Railway Express Station. Ms. Wynands replied that it was based on the public outreach response. The study interviewed transit users and residents in the area, and they were more inclined to walk or bike to the station. Therefore, they did not support bikeshare as an option there.

The meeting adjourned at 12:30 p.m. The next Transportation Committee meeting is scheduled for July 9, 2019, at 9:30 a.m.