



County of Fairfax, Virginia

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

Board of Supervisors Transportation Committee

February 12, 2019

Government Center, Conference Room 11

Board of Supervisors Members Present:

Sharon Bulova, Chairman
Penelope Gross, Mason District (Vice Chairman)
John Foust, Dranesville District (Committee Chair)
John Cook, Braddock District
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

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-feb-12-2019>

Supervisor Foust called the meeting to order at 3:15 p.m.

1. Approval of Minutes

The minutes of the December 11, 2018, meeting were accepted with no changes.

2. I-495 Express Lanes Northern Extension

Susan Shaw and Abi Lerner (VDOT) briefed the Board on the status of the I-495 Express Lanes Northern Extension Project. The goals of the project are to reduce congestion and improve roadway safety, provide additional travel choices, and improve travel reliability. The study area extends approximately 3.5 miles along I-495 between the Route 123 interchange and the

American Legion Bridge. It also extends approximately 2,500 feet east along the George Washington Memorial Parkway. It includes intersecting roadways and interchanges, as well as adjacent areas within 600 feet of the existing edge of pavement. There will be public meetings and a location public hearing scheduled for spring and fall 2019. Next steps are to refine and coordinate the design, complete the Environmental Study, and continue the public-private partnership (P3) procurement process.

Supervisor Foust thanked VDOT and the Commonwealth for moving forward with this project. He stated that it is an extraordinarily congested section of the Beltway, and the ultimate solution will require Maryland to increase capacity on the American Legion Bridge, I-495, and perhaps I-270. He emphasized the importance of communication with the community affected by the project, and receiving their input, which is needed for decision making. Supervisor Smyth stated that at the Transportation Planning Board, the decision to include this project into the Visualize 2045 was carried by one vote. There are lots of concerns among the localities in Maryland along the Beltway. Supervisor Foust acknowledged Supervisor Smyth's caution and stated that there is pending Maryland legislation that would allow the impacted counties to have the veto power over the widening of I-495. Ms. Shaw stated that VDOT is studying a concept which includes Maryland and one without Maryland. VDOT has anticipated that there may be some interim time that the project would advance before projects in Maryland advance. Commissioner Parnes recommended extending the Express lanes from the Woodrow Wilson Bridge to the American Legion Bridge.

3. Chapter 2 Roads

Supervisor Herrity stated the presentation has been postponed. He is working with Director Biesiadny of FCDOT on some options and will have the item at the next meeting.

4. Revisions to the Residential Traffic Administration Program (RTAP)

Steve Knudsen and Neil Freschman, FCDOT, updated the Board on the latest revisions to the RTAP regarding the Board's concerns raised at the February 5, 2019, Board meeting. Supervisor Foust recommended raising the standards on modifications to existing traffic calming plans or removal of existing plans. His concern was that under the proposed language, a Homeowners Association (HOA) board could decide to modify or remove the traffic calming devices against the community's wishes. Mr. Freschman replied that his assumption is that the HOA would represent the entire community; however, staff will consider the language to require 50 percent of residences along the candidate roadway to ask for modification or removal. Supervisor Cook clarified the HOA board vote, and that it would just initiate the process, but not the modification or removal of traffic calming devices. Mr. Freschman confirmed that it would just initiate the process, and that the modification or removal process still require a community ballot. Supervisor Cook stated that having a trigger mechanism is a good process.

Supervisor Smyth asked how staff would handle a situation where the installation of the speed table was not done correctly to specifications. Mr. Freschman replied that staff would consider it as a repair of the installation or maintenance, and not as a modification. Supervisor McKay thanked staff for making the changes to address multiple requests for failed traffic studies. Supervisor Foust stated that the Board is comfortable with the update and drafted language. Mr. Biesiadny stated that the item will be on the agenda for the Board's formal consideration at the February 19, 2019, Board meeting.

5. Fairfax County and Franconia-Springfield Parkways Alternatives Analysis & Long Term Planning Study – Briefing before 2nd Round of Public Outreach

Thomas Burke, FCDOT, briefed the Board on the alternative analysis and long-range planning study of the Fairfax County/ Franconia-Springfield Parkways. The study will make recommendations for changes to the existing Comprehensive Plan. Next steps for the study will include more public meetings, an additional online survey, recommendations and prioritization with Board endorsement and authorization of appropriate Comprehensive Plan amendments by spring 2020.

Staff will respond to Supervisor Foust's request for data regarding the number of Fairfax County residents' responses to the initial online survey (15,150 recorded online). Supervisor McKay was very concerned that there is a pending legislation in Richmond that would take away the tolling option for such projects like this one. He stated that staff was only surveying the public's interest regarding tolls. Staff is not pursuing tolls for this project. He asked if there has been communication with the County's General Assembly delegation. Mr. Biesiadny replied that staff wanted to brief the Board first and will make sure that the delegation members know about the result of the online survey.

Supervisor Cook stated that the study does not examine the regional impacts and the affects to the regional transportation network, like the Beltway. He wanted to know if the study shows using the Parkway will get people from point A to point B faster, how it would take cars off the Beltway, and the impact to other regional roadways. Mr. Burke replied that after testing the alternatives to the Parkways, staff can provide a study at the corridor level and report to the Board in the summer. Supervisor Cook stated that he did not want decisions based only on input at the neighborhood level, but on a regional impact analysis. Mr. Biesiadny stated that the models that staff have been using are regional models. Supervisor Cook suggested staff to address fixing the congestion problems on the Parkways which will help to alleviate other traffic problems on the Beltway as well. Mr. Biesiadny replied that staff will include that point in future presentations.

Supervisor Herrity shared Supervisor Cook's concerns. He stated that the study narrowing down to two concepts may exclude other options from being tested and analyzed. He stated that he was pleased to see that the toll option was taken off from consideration. He stated that the HOV-2 option is not efficient, and it does not work well for the Parkways. He agreed with the bike and

pedestrian facilities on both sides of the Parkways, but not between Route 29 and Route 123 on the Fairfax County Parkway. Mr. Biesiadny commended that regarding the strategies to be analyzed, staff will come back to the Board based on the feedback that they have received from the community and discuss the need to analyze more than two strategies. The strategies could be different on different parts of the Parkways. Commissioner Parnes recommended that staff work with the Park Authority to avoid gaps in trails connections along the Parkways. Supervisor Storck asked about the connection between the Bike Master Plan and this study. Mr. Biesiadny replied that staff will incorporate the study's recommendations into the next Bike Master Plan update.

Supervisor Herrity asked for the list of public meeting dates, and recommended more time for public notice before those meeting dates. Supervisor Cook recommended that staff let the public know that this study is not about the Popes Head at Burke Centre Parkway improvements, to avoid confusion. Mr. Biesiadny stated that his staff will reevaluate the public meeting dates and make it clear in the advertisements that they are not meeting about the widening of the Fairfax County Parkway between Route 123 and Route 29.

6. Proposed Guidelines to the Centreville and Tysons Road Funds, and Updates to the Existing Road Fund Guidelines

Janet Nguyen, FCDOT, briefed the Board on the proposed guidelines to the Centreville and Tysons Road Funds, and updates to the existing road fund guidelines. Currently, there are six County road funds: Fairfax Center Area, Centreville Area, Tysons, Tysons-wide, Tysons Grid of Streets, and Reston. Guidelines documents are used to describe each road fund's purpose and to direct staff in the implementation and operation of each fund. Staff is proposing to establish specific guidelines for the Centreville Area and Tysons Road Funds, rather than using the Fairfax Center Area Road Fund guidelines. The proposed guidelines include:

- The cash contribution rate for each road fund is reviewed and adjusted annually by the annual rate of inflation
- The adjusted rate is submitted to the Board of Supervisors for approval.
- Several of the existing guidelines stipulate that changes to the guidelines, as appropriate, may be submitted with the annual (road fund rates) adjustment.

The proposed updates to existing road fund guidelines for the Fairfax Center Area, Tysons-wide Transportation Fund, Tysons Grid of Streets Transportation Fund, and the Reston Road Fund will do the following:

- Ensure that fund policies comply with current proffer legislation.
- Provide clarifications that reflect the actual intent and historical administration of each fund.
- Provide clarifications to creditable improvement language to provide better information to applicants.

- Keep the timing of contributions and the types of expenses that may be creditable the same. There are no major changes to the timing and amount of contributions (other than inflationary increases).
- Correct typographical errors.

The proposed guidelines and updates to existing road fund guidelines will be brought to the Board along with the road fund rate adjustment action item on March 19, 2019. New road fund rates are proposed to be effective on April 1, 2019.

Supervisor Smyth pointed out that language regarding the widening of I-66 under the Road Fund Account on page 7 of the Guidelines for the Tysons Road Fund has been stricken from the Centreville Area. The sentence before this sentence was also stricken in the Centreville Area guidelines. Mr. Biesiadny explained that those texts originally came from the Fairfax Center guidelines. It demonstrates the need for separate guidelines for each road fund. Staff will make corrections before presenting to the Board for consideration.

7. Silver Line Phase 2 Implementation

There was no oral presentation. The written update on the Silver Line Phase 2 Project was given to the Board.

Supervisor Herrity questioned the potential increases in Washington Metropolitan Area Transit Authority's (WMATA) subsidy, and requested information regarding the increases. Supervisor Foust stated that the issue was considered as an item for the agenda, but he thought it would be more appropriate to have a discussion during the budget process. County Executive Bryan Hill stated that the issue would be discussed at the February 19th Board meeting and again in April as the Board approves the budget.

The meeting adjourned at 4:33 p.m. The next BTC meeting was not scheduled.