

Board of Supervisor Transportation Committee

May 9, 2017

Government Center, Conference Room 11

Board of Supervisor 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:

Robert A. Stalzer, Deputy County Executive
Beth Teare, County Attorney
Joseph Mondoro, Chief Financial Officer, Management and Budget

Transportation Advisory Commission

Jeff Parnes (Sully), Chair

Link to agenda and presentation materials:

<http://www.fairfaxcounty.gov/fcdot/btc/2017/btc-2017-05-09.htm>

Supervisor Foust called the meeting to order at 1:05P.M.

1. Approval of Minutes

The minutes of the February 7, 2017, meeting were accepted with no changes.

2. TPB Long-Range Plan Unfunded Transportation Projects

Lyn Erickson, Plan Development and Coordination Director, Metropolitan Washington Council of Governments (MWCOG); Kanti Srikanth, Director, Transportation Planning Board (TPB), Department of Transportation Planning (MWCOG); and Michael Lake, Senior Transportation Planner, Fairfax County Department of Transportation (FCDOT), briefed the Board on the TPB Long-Range Plan Unfunded Transportation Projects. Ms. Erickson said that the TPB transportation planning process is a complex process that involves people, agencies, and regulations at the local, state and regional levels. The TPB is a federal-designated Metropolitan

Planning Organization (MPO). An MPO is a federally mandated and funded transportation policy making organization. The TPB is made up of representatives from local governments and governmental transportation authorities. They must follow the Federal Metropolitan Planning Process as regulated by the latest federal transportation authorization Fixing America's Surface Transportation Act, or "FAST Act". The federal regulations require MPOs to serve as a representative group of local stakeholders of the region, carry out the "3C Process" – "continuing, cooperative, and comprehensive" consultation process, lead the regional transportation planning process in cooperation with the state DOTs and transit operators, develop plans and programs that consider all transportation modes and support metropolitan community and economic development, and work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards.

Key MPO products include: the Transportation Improvement Plan (TIP) and the Long-Range Metropolitan Transportation Plan. The Constrained Long-Range Plan (CLRP) has a minimum 20-year span which funding must be "reasonably expected to be available". The TIP has a minimum four-year span which funding in the first two years must be "available and committed". To be eligible to receive federal funding, all federally supported projects and other regionally significant transportation projects must be included in the CLRP and the TIP, be "reasonably anticipated" to be funded, and must meet the limits established in the region's air quality improvement plan or "conformity finding".

The TPB provides a forum for regional coordination and technical resources for decision-making process. Last year the TPB developed an unconstrained project list which compiles all approved projects from each member jurisdiction's comprehensive and master plans. This unconstrained list includes over 500 projects and could cost over \$100 billion. In March 2017, the TPB established the Long Range Task Force to identify approximately six to ten projects, policies, or programs that make significantly better progress toward achieving the goals laid out in the TPB and COG's governing documents. By July 2017, the TPB will accept the smaller set of initiatives to analyze by writing scenarios to determine if they make significantly better progress toward achieving the goals laid out in the policy framework. When the TPB completes this activity in December 2017, the TPB will take action. The end product will be a limited set of multimodal initiatives of projects, programs and policies that will provide improved regional performance beyond what the current plan can do. Each member jurisdiction will be expected to bring these regional results back to their jurisdiction for their evaluation.

The TPB policy framework encourages "think regionally, act locally", as projects typically developed at the state and local levels consider regional needs. The TPB usually does not select and fund projects. Washington, D.C., Maryland and Virginia each control their own funding system and select projects to advance. Regional coordination involves scenario planning, long-range planning (including the Long-Range Plan Task Force), improving transportation/land use coordination, emergency preparedness, management and operations, and promoting transportation alternatives. Technical resources for decision-making include travel monitoring, travel forecasting, multimodal initiatives and greater emphasis on performance.

Supervisor Hudgins stated that the TPB roles are critical for the region in terms of bringing different people, agencies and localities together while planning for the whole region. Supervisor Gross stated that in the new federal administration's plan for infrastructure projects for the nation, there are large projects like ports and airports, but the plan provides no clear criteria. She asked if the TPB is prepared to secure funding opportunities for transportation infrastructure projects. Mr. Srikanth replied that there are not many details about the funding sources such as the Transportation Investment Generating Economic Recovery (TIGER) grant program at this time. The TPB is not looking at developing a list of projects; however, the TPB is considering the work products from the Long-Range Planning Task Force's initiatives for the next 25 years as potential projects for federal funding opportunities. Supervisor Gross stated that there is a need to have the shovel-ready projects available in case of a short notice from the new administration. Mr. Biesiadny stated that there are some ongoing discussions in Richmond regarding preparation of projects for the potential federal funding. Chairman Bulova stated if the TPB and COG are looking for project recommendations, she suggested that critical regional projects like the American Legion Bridge and the Rosslyn Tunnel should be mentioned to them. Mr. Srikanth stated that the Memorial Bridge is also a regional priority. Supervisor Herrity stated that a second crossing bridge for the Potomac River is needed. Commissioner Parnes (TAC) stated that there is no collaboration among jurisdictions in terms of regional planning. Supervisor Foust stated that the Board is looking forward to providing input to the TPB process. Mr. Srikanth stated that the sub-groups and task forces at the TPB are studying projects and policies and report back to the TPB. The public will have opportunities to provide their input to the TPB.

3. I-66 Outside the Beltway

Susan Shaw, Megaprojects Director, Virginia Department of Transportation (VDOT), updated the Board on the status of the I-66 Outside the Beltway Project. The project is moving to final design phase which includes public information meetings in June 2017, followed by design public hearings and final plans. The preferred alternative access update has two options. The successful bidder is now considering various alternative technical concepts for possible inclusion.

Under Option A, Route 50 will have a reconfigured connection from I-66 westbound (WB) Express Lanes to Route 50 west of I-66 and reconfigured access from Route 50 WB to I-66 WB general purpose lanes and within the interchange footprint. Under Option B, Route 50 will have an additional connection to eastbound (EB) I-66 Express Lanes from Route 50 east of I-66 and an additional connection from WB I-66 Express Lanes from Route 50 east of I-66.

Under Option A, Route 123 will have additional Express Lanes connections at Route 123 to and from the west to improve travel choices, and within the interchange footprint. The I-495 Interchange will have a connection for I-66 eastbound (EB) Express Lanes to I-495 northbound (NB) general purpose lanes, and I-495 southbound (SB) general purpose lanes to I-66 WB Express Lanes to improve travel choices and within the interchange footprint.

Under Option B, Nutley Street will have an additional connection to and from the east on the I-66 Express Lanes. This alternative is within the interchange footprint. This is a draft conceptual design at the early stage without any design details.

Trucks will be allowed to travel on the I-66 outside the Beltway Express Lanes to “improve travel in the general-purpose lanes with a portion of trucks using the express lanes, to support local businesses, and to improve the movements of goods and services in the corridor”. Trucks that will be permitted to travel on the Express Lanes are two-axle vehicles (including single-unit trucks), and multi-axle vehicles (including tractor-trailers pulling a single trailer). Trucks that will be prohibited to travel on the Express Lanes are tractor-trailer trucks pulling more than one trailer and pickups or other single unit trucks pulling a single trailer. Currently, truck traffic is estimated at three to four percent of the daily traffic volumes travel along the I-66 corridor from the Beltway to Haymarket. A table of the 2016 incidents analysis of the Texas Express Lanes shows the percentage of incidents involving trucks in the toll lanes compared to the general purpose lanes. The data shows that the percentage of truck crashes in the toll lanes were from 0.6% to 1.3% of all crashes compared to 18% to 22.2% of truck crashes in the general purpose lanes of all crashes. There will be more public information meetings and design public hearings starting in June 2017. The project teams have held several public outreach meetings and briefings with several elected officials. Construction is expected to begin in Fall 2017, tolling is estimated to begin in July 2022, and project completion is estimated by August 2022.

Commissioner Parnes asked why a pickup truck pulling a single trailer/U-Haul or a boat which is much smaller than the 18-wheel tractor trailer is not allowed to travel on the new Express Lanes. Ms. Shaw replied that the 18-wheeler drivers are commercially trained to drive their trucks compared to the regular pickup drivers. Chairman Bulova raised a concern with the reasoning to allow a tanker truck carrying hazardous materials be allowed to travel on the Express Lanes, and the issue of overturned tankers on the highways especially at the I-495 ramps at Route 236 and Braddock Road. Ms. Shaw replied that the design criteria for the ramps will meet the American Association of State Highway and Transportation Officials (AASHTO) and federal guidelines for safety. In response to Supervisor Gross’s question about why a pickup truck, not a regular vehicle, pulling a boat would be prohibited, Ms. Shaw replied that any vehicle with a trailer would be prohibited to travel on the new Express Lanes. Supervisor McKay asked why the I-66 Express Lanes would be different from the Express Lanes on I-95 and I-495. Ms. Shaw replied that in this case, the state allows trucks on the Express Lanes, based on the financial terms of this project. Supervisor Smyth stated that I-66 and I-81 cannot be compared in term of traffic, and the percentage of daily truck traffic does not equate to the actual numbers. She requested the actual traffic volumes for trucks on I-66 and questioned the accuracy of daily truck traffic presented compared to her observations. Supervisor Herrity requested the off-peak truck traffic volumes and the projections of the total truck traffic volumes. Chairman Bulova requested safety studies on speed and trucks travelling at the proposed 70 mph.

Supervisor Smyth stated that the project has “a lot of changes in a fairly compressed timeframe”. She requested information about the heights of the two new ramps. Ms. Shaw replied that the height of the ramps should not be changed, nor do they have a higher elevation. She stated that she understood the concerns from the community. Ms. Shaw indicated that a 3-D model depicting the project will be available at the coming public meetings. Supervisor Smyth stated that the three homes near the Beltway at I-66 interchange should be taken, due to the request of the homeowners noting that their quality of life will be adversely affected by the project. Ms. Shaw stated that they are concerned and will work on the reallocation issue. Supervisor Smyth

requested for more details available by June 12, 2017 (public information meetings on I-66 Outside the Beltway on June 12, 14, and 15) as she had more questions about the details of the proposed options for the interchanges at Route 50 and Nutley Street. Ms. Shaw replied that VDOT will have information available at these meetings and the information could be “a stick drawing” to “more details”, as they become available.

Supervisor Smyth referred to the resolution of the TPB on April 19, 2017, and the Fairfax County Board of Supervisors’ resolution on May 16, 2017, that the Board “does not support use of the proposed Express Lanes ramps to/from Vaden Drive (at the Vienna Metrorail Station) by multi-axle vehicles with a single trailer (including tractor-trailers, fuel tankers, and other hazardous material vehicles)”.

The Board remained very concerned about the state’s decision allowing trucks to use the new Express Lanes. Supervisor Foust asked if VDOT could renegotiate the agreement regarding the issue of trucks on the Express Lanes. Ms. Hamilton stated that the Virginia Secretary of Transportation stated that trucks are part of the deal, and VDOT staff cannot revoke that deal. Ms. Shaw stated any changes to the agreements would reopen negotiations and the cost associated to that could be \$1 billion over the life of the contract.

Mr. Biesiadny presented the Board Action Item regarding the list of potential improvements for consideration for implementation from a portion of the Concessionaire’s Fee of \$500 million being paid by Express Mobility Partners.

Supervisor Herrity asked why there is not a Fairfax County Parkway connection to the Express Lanes. Ms. Shaw replied that the team is working on the fly-over ramp at the northbound Fairfax County Parkway to westbound Express Lane access. Mr. Biesiadny said he would add Supervisor Herrity’s request to the list. Supervisor Smith request information about the traffic light at I-66 westbound to Route 29 northbound.

Chairman Bulova thanked Ms. Shaw and her team for their efforts working with the Board and the community. Ms. Shaw replied that FCDOT is also working hard and has been very helpful during the process.

4. VDOT Paving Program

Allison Richter, Transportation & Land Use Director, VDOT, briefed the Board on the VDOT Paving Program. The Northern Virginia (NOVA) District Pavement Condition Ratings 2016 map is a color-coded map showing pavement conditions from excellent to very poor on roadways in Fairfax County. Due to inadequate funding for the previous ten years, the secondary road system did not receive an appropriate level of maintenance, and as a result, the condition on the secondary road system has deteriorated throughout Fairfax County. In 2016, VDOT rated all of the roads to prepare a baseline on the condition ratings. The paving allocations for NOVA District shows that from 2013 to 2017, the total expended for Fairfax and Arlington Counties is \$549.2 million, the total number of lane miles paved in Fairfax County is 2,243.0 miles compared to the total of 13,585.0 lanes miles in the NOVA district. Funding for paving has increased significantly since FY 2013. The percentage of lane miles in fair or better condition for interstates (93.3%) and primary (86.8%) roads from 2016 exceeds the targets of

82% for interstate and primary roads. The secondary roads in 2016 was rated at 36.4% fair or better and do not meet VDOT's target of 63% of lane miles in fair or better condition for secondary roads. The total lane-miles to be paved in 2017 are 1,153.6 miles with a contract bid price of \$122,829,809.

The paving map and pavement condition maps are available on the VDOT website at <http://www.virginiadot.org/novapaving>. The interactive map provides details about resurfacing, including treatment type, location, and contact information.

Supervisor McKay thanked Ms. Richter for her work and inquired about the left over money for snow removal. Ms. Richter responded that the money was included in the paving allocation for 2017. Supervisor Gross requested that Cherokee Avenue above the bridge be considered for repaving.

5. Project Update Intelligent Transportation Systems (ITS) for Fairfax Connector

Dwayne Pelfrey, Transit Service Division Chief, FCDOT, briefed the Board on the Intelligent Transportation Systems (ITS) Project for Fairfax Connector. He said that staff has been working on this project since 2013. The goals of the project are to increase ridership; enhance customer experience, operational coordination and communication; improve data collection; enhance system safety and security; and improve system reliability. The project has two phases. Phase I will be available in Summer 2017, and Phase II will be complete by 2018. The technology for Phase I includes computer-aided dispatch and automatic vehicle location (CAD/AVL), automatic passenger counters (APC), passenger information (BusTracker website), reporting systems/data warehousing, and bus operations control center (BOCC).

The Fairfax Connector bus tracker system will provide a real-time passenger information system that uses global positioning satellite (GPS) technology to provide estimated arrival times and locations of Fairfax Connector buses, send out alert text messages or emails which are ADA compliant (text-only version). Riders can track buses by text or email by sending bus stop ID numbers to 41411 to receive estimated time of arrivals and subscribe to get alerts via text and email by using a smart phone, tablet or a computer. Riders are encouraged to visit www.fairfaxconnector.com to access BusTracker, learn how to use the new system, test out the technology, and provide feedback on the functionality and user interface.

The next steps for the project are to complete the bus stop IDs, implement the marketing plan, public launch, and open data sourcing and Phase II technology. The marketing and outreach plan will be fully launched in June 2017. Open data sourcing will be available to transit-app developers with planning, research and collaboration with transit software firms. Third-party transit-app developers can download Fairfax Connector data via open API (Application Programming Interface). Connector trips will appear in the Google Transit trip planner and riders can easily plan inter-jurisdictional trip transfers to other local transit systems. Google maps will soon show Fairfax Connector bus routes via a third-party application named Clever Device serving as the data aggregator. Phase II of the project will be the implementation of

interactive voice response (IVR) system, digital message signs (DMS), vehicle component monitoring, and video system technology.

Supervisor Foust asked if the information is instantaneous, Mr. Pelfrey replied that they are real-time information, and the prediction is based on algorithms to estimate arrivals based on conditions. Supervisor McKay inquired if users can interact with the Metrobus system. Mr. Pelfrey replied that by using the third-party application, they could interact with Metrobus system.

6. Silver Line Phase 2 Implementation

Due to the lack of time, this presentation was deferred to the next meeting.

The meeting adjourned at 3:00P.M. The next BTC meeting is scheduled for July 18, 2017, at 1:00 P.M.