



# 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 Meeting Minutes**

**October 17, 2023, at 3:00 pm  
Conference Room 11, Government Center**

### **Board of Supervisors Members Present:**

Jeffrey C. McKay, Chairman  
Penelope A. Gross, Mason District (Vice Chairman)  
Kathy L. Smith, Sully District (Committee Vice Chairman)  
John W. Foust, Dranesville District  
Patrick S. Herrity, Springfield District  
Rodney Lusk, Franconia District  
Dalia A. Palchik, Providence District  
Daniel G. Storck, Mount Vernon District  
James Walkinshaw, Braddock District

### **Board Members Absent:**

Walter Alcorn, Hunter Mill District (Committee Chairman)

### **County Leadership:**

Bryan J. Hill, County Executive  
Rachel Flynn, Deputy County Executive  
Elizabeth Teare, County Attorney

Link to agenda and presentation materials:

<https://www.fairfaxcounty.gov/boardofsupervisors/board-supervisors-transportation-committee-meeting-oct-17-2023>

Committee Vice Chairman Smith called the meeting to order at 3:05 pm.

### **1. Approval of Minutes**

The July 18, 2023, meeting minutes were accepted with no changes.

### **2. Turn-Calming Program Evaluation**

Lauren Delmare, Chief, Active Transportation Section; Hannah Cacner, Transportation Planner II; and Eric Teitelman, Chief, Capital Projects and Traffic Engineering Division, FCDOT, briefed the Committee on the Turn-Calming Program. In March 2023, the Board directed FCDOT staff to review turn-calming measures from other jurisdictions, discuss options with the Virginia Department of Transportation (VDOT), and provide implementation considerations to the Board Transportation Committee. Turn-calming is intended to reduce turning speeds, eliminate high-speed turns, increase driver visibility of pedestrians in crosswalks and typically

implemented through a quick-build program. Turn-calming has been successfully implemented in several cities, including New York, Portland, San Francisco, and Toronto.

Turn-calming has two features: left-turn calming and right-turn calming. The left-turn calming design consists of a hardened centerline (with or without flexible posts and/or a nose extension). The right-turn calming designs could consist of a slow-turn wedge, truck apron or pillow, pavement striping (with or without flexible posts), and/or a leading pedestrian interval (LPI) with No Turn on Red. The design has different results with harder centerlines with and without flexible posts. Snow is unlikely to create issues for turn-calming equipment as they are implemented in cities with high annual snowfall, like Calgary, AB, and Toronto, ON in Canada. VDOT's feedback on the turn-calming program includes concerns over maintenance cost and durability of speed bumps, roadway selection criteria, issues with implementation in the suburban context, and how it applies to typical Fairfax County roadways with medians. Staff requested feedback from the Committee on which strategies to explore further.

Chairman McKay stated that the County should continue to work with VDOT to look for areas where high pedestrian volumes and high crashes occurred and apply the low-cost but high percentage benefits type of safety improvements. He liked the hardened centerlines without flexible posts in the Portland studies and how that model could be implemented as a pilot program for safety improvements in the County.

Supervisor Gross thought that the flexible posts were similar to the materials used at the roundabout at Jayhawk Street and Ravenworth Road. She suggested using some other material due to maintenance issues. Ms. Delmare responded that staff would compare the effectiveness and reflectivity of the materials for the posts. Supervisor Palchik supported the program. She suggested having more than one pilot program in an urban area and other parts of the County that have high crash and pedestrian safety issues. Supervisor Walkinshaw supported the program and suggested having pilot programs at different areas of the County and roadways to measure the level of effectiveness. He asked staff to research the life cycle of the "plastic" humps and bumps in the Portland study. VDOT has raised a concern about maintenance issues with those posts and bumps. Gregg Steverson, Acting Director, FCDOT, cautioned the Committee that at some point during the discussion, VDOT could ask the County to take over the maintenance responsibilities for this program.

Supervisor Storck asked if this program is similar to, or part of, the Residential Traffic Administration Program (RTAP). Mr. Steverson responded that it would not be part of the RTAP but similar to the spot improvement programs. Ms. Delmare added that the streets are not neighborhood streets but could be intersections or streets beyond those neighborhoods. Supervisor Storck stated that he supported the program. He asked how this program would address the protected bicycle lanes. Ms. Delmare replied that there is no issue with the hardened centerline posts, but the corner wedge may create some conflicts. She thought staff could work to find a solution that would not impact those protected bicycle lanes.

Committee Vice Chairman Smith stated that the Committee was very interested in seeing this program moving forward and asked staff to continue working with VDOT.

### **3. Metropolitan Washington Airports Authority (MWAA) Presentation: 2023 Airports Authority Update**

Jack Potter, President and Chief Executive Officer, MWAA, updated the Committee on the Washington Dulles International Airport (IAD) and Ronald Reagan Washington National Airport (DCA). The two airports are key economic drivers for the County and the region, providing and supporting tens of thousands of jobs, bringing passengers and visitors from around the globe and the country to contribute to the local economy, and promoting economic growth across the national capital region. Before the COVID-19 pandemic, MWAA generated over \$23 billion of regional economic output and delivered over \$14 billion in regional GDP. MWAA also helped to create more than \$1 billion annually in state and local taxes. As MWAA moved forward post-COVID, in 2023, they had a record year for business development, welcoming 10 new airlines and 19 new routes. Both airports added many direct or non-stop routes in 2023 and now report a record-high number of passengers exceeding the 2019 passenger levels.

With the completion of the Silver Line, the Dulles Corridor has become one of the country's fastest-growing centers of job creation, with many Fortune 500 companies establishing headquarters in our region. Since opening in November 2022, the Silver Line has welcomed over 1 million riders at the Dulles Airport Metrorail Station. MWAA offers transit subsidies to employees and airline passengers to travel from Dulles to anywhere in the Metrorail system for \$2 on weekends and \$6 on weekdays. MWAA is partnering with Dominion Energy to break ground on the Dulles Solar and Storage project, the largest renewable energy project ever at a U.S. airport. United Airlines will expand at a new Tier-2 Concourse East that will replace the Dulles C and D Concourse at Dulles International Airport. The contract was awarded in March 2023 to Turner Construction, with completion expected by 2026. The Dulles Master Plan updates included the new United Concourse and are expected to receive public comments and interest.

Chairman McKay asked Mr. Potter for the total number of passengers at both airports, regarding the capacity of the new Tier-2 Concourse. He also asked for a comparison relative to the number and capacity of DCA. Mr. Potter stated he would ask Michael Cooper to follow up and provide that detailed information. Mr. Potter said that DCA is literally a "one-runway" airport and the busiest runway in America. MWAA opposed additional growth at DCA because any issues caused by that growth will negatively affect and inconvenience the passengers. However, he said there are opportunities to grow by up-gauging the aircraft. Not many airlines are maximizing the gauge of the planes they can fly.

Annually, DCA carries about 25 million passengers, and by the next decade, it could be reaching 30 million passengers per year. IAD carries 25 million inbound and outbound passengers annually. The airport has a capacity for 40-plus million passengers. However, because IAD is an international airport, most international flights concentrate in the afternoon, especially from 5 to 7 pm. This is the busiest time at IAD and they use 100% of the gates. In total, DCA has about 10 turns per gate per day, and IAD has three turns per gate per day.

Mr. Potter said that they are building additional capacity to handle the demand and also seeking opportunities to fill those gaps. For example, flights from Mexico can arrive at the airport at a different time due to proximity. United Airlines plans to grow up to 25 percent in the next five years at IAD. Chairman McKay asked how the Tier-2 Concourse would benefit the airport. Mr. Potter responded that the new concourse would improve the capacity and customer experience.

No trains serve the C and D Concourse, with few concession options and small terminals. United will change and upgrade the customer experience.

Supervisor Lusk asked for the capital investment and the number of jobs the Tier-2 Concourse will create. Mr. Potter responded that the capital project is \$580 million. United Airlines has announced that they will add 1,000 jobs at the airport in the upcoming years. MWAA is close to signing an agreement with the airlines for another \$6 billion investment in addition to the \$580 million.

Supervisor Foust asked how the airline workers, vendors, and airport workers commute to the airport. Mr. Potter said that many of them use the Metro. The airport attracts more workers from all over, especially east of the airport. They can benefit from the subsidized Metrorail fares. Supervisor Foust asked if the major employers near the airport have transit benefits for their employees. Mr. Potter said that MWAA encourages major employers to offer transit benefits. MWAA provides transit benefits for those who take mass transit to work.

Supervisor Foust raised a question about cargo flights at the airport. Mr. Potter explained that the airports have UPS, FedEx, DHS, and belly cargo from passenger flights. However, there is no dedicated cargo carrier coming into and out of Dulles Airport because we do not produce anything to put on the cargo planes as the region. MWAA has done many studies about cargo bypassing the metropolitan area by going up and down U.S. Route 81 to New York and Atlanta. He said the region buys many goods but does not produce anything that could attract the cargo business. An example of cargo business at Dulles Airport is the Ethiopian flower distributor, who will fly their roses to Dulles, then ship the flowers on refrigerated trucks to Miami, Florida.

Supervisor Storck asked Mr. Potter about who they see as their customers besides the airlines and how to address their needs and concerns. Mr. Potter replied that the District, Maryland, Virginia, and the federal government (major stakeholders) own MWAA. Their primary customers are the passengers who come in and out of the airport. MWAA has been focused on their needs and satisfaction. MWAA works with the major stakeholders and the airlines to determine the current and future needs and provide service accordingly.

Supervisor Storck raised an issue about airplane noise and how to work with MWAA to make the airlines comply with the regulations. He said there is a perception that MWAA has not been assisting Virginia communities in dealing with the airlines. Mr. Potter responded that MWAA wants to be a "good neighbor." Aircraft noise has been a significant issue across the country. MWAA is trying to work with the jurisdictions regarding planning, zoning, and rezoning issues. He acknowledged the frustration with the Federal Aviation Administration (FAA) and the airlines. MWAA will try to continue working with everyone and do their best to address the problems. However, they are not in control, especially of the FAA or the airlines. He said that MWAA is not perfect, but it tries to bring transparency around people's concerns. For the most part, MWAA can successfully address those issues. When asked about financial support for the County and its residents to get the changes advocated for the region regarding aircraft noises, Mr. Potter said that MWAA is committed to working with the County to address the noise issues, but did not reference a financial commitment. Mr. Potter suggested engaging with the chief pilot at United Airlines because of his successful engagement with the chief pilot at American Airlines.

#### **4. Proposed Smart Scale Modifications**

Noelle Dominguez, Chief, Coordination and Funding Division, FCDO, updated the Committee on the proposed changes to the Smart Scale process. Projects submitted to Smart Scale are scored based on congestion mitigation, economic development, accessibility, safety, land use, and environmental quality. Programs funded through Smart Scale are the High Priority Project Program (HPP) and the District Grant Program (DGP). The CTB is expected to vote on the changes in December 2023. The proposed changes include application quality, issues with small projects being more likely to be funded over high-scoring projects, congestion mitigation, economic development, and land use factors.

Chairman McKay said he received a briefing last week at the Northern Virginia Transportation Authority (NVTA) meeting regarding the proposed Smart Scale modifications. NVTA is submitting comments on the proposed changes and its member jurisdictions can also submit their own. Chairman McKay asked staff for a presentation highlighting the issues. He asked Board members to send comments to the Chair or Ms. Dominguez. Next Tuesday at the Board meeting, Chairman McKay plans to have a Board Matter and send a letter from the Board to NVTA to raise some of the Board's concerns. He stressed that if the changes are made, they will likely stay for the next ten years.

Chairman McKay would like to send a letter illustrating the impacts of the modifications on Fairfax County, as staff described in the presentation. Supervisor Foust suggested moving the five percent for congestion mitigation to safety (to 25%). Chairman McKay concurred with Supervisor Foust's suggestion and will include it in the letter.

#### **5. Office of Environmental and Energy Coordination (OEEC) – Charge Up Program (NIP)**

Committee Vice Chair Smith brought the Charge Up Fairfax Pilot Program Update (as an NIP item) from the Office of Environmental and Energy Coordination (OEEC) to the Committee. Charge Up Fairfax is designed to help common-interest communities like homeowner and condominium associations (HOAs), provide electric vehicle (EV) charging for residents, especially those who do not have a garage or driveway where they can access electricity.

The meeting was adjourned at 4:50 pm. The next Board Transportation Committee is scheduled for December 12, 2023, at 1:30 pm.