

Fairfax County Transportation Advisory Commission

Meeting Notes

Regular Meeting – 7:30 PM, June 20, 2017

Location: Fairfax County DOT, 4050 Legato Road, Suite 400, Conf. Rooms 400.06 & 400.08
Fairfax, Virginia 22033

Web Site: <http://www.fairfaxcounty.gov/fcdot/tac/>

Note-Taker: Micah Himmel

TAC Members in Attendance: Chairman Jeff Parnes (Sully), Vice Chairman Jenifer Joy Madden (Hunter Mill), Alan Young (At Large), Secretary Roger Hoskin (Mason), Kevin Morse (Braddock), Michael Shor (Mt. Vernon), Micah Himmel (Providence), and Eric Thiel (Springfield).

TAC Members Absent: Mike Champness (Dranesville) and Harry Zimmerman (Lee).

Others in Attendance: Calvin Lam and Tom Biesiadny (FCDOT).

Agenda and Discussion Topics

The meeting was called to order by Chairman Parnes at 7:35 p.m. Prior to the meeting, Commissioner Donald Kissinger informed via email that he resigned from his post at the Fairfax Area Disability Service Board (FADSB); therefore, he was also resigned from being a representative of the FADSB at the TAC.

Update of Transportation Priorities Plan

Tom Biesiadny, Director, FCDOT, briefed the TAC on the updates of the Transportation Priorities Plan (TPP). The Virginia General Assembly passed HB 2313 to approve state and regional transportation funding in 2013. The legislation provided a source of funding for projects that FCDOT went back to the community again in 2013. As a result, in 2012, the Board of Supervisors directed FCDOT to engage the community in discussion about setting priorities. Director Biesiadny discussed new revenue sources and incorporating input on spending priorities through alternative channels including online surveys. FCDOT put together one package comprised of new money and other funding sources to develop the Transportation Priorities Plan, approved in 2014.

TPP comprised \$1.4 billion over six years with 220 projects, notably for Fairfax County Parkway (Route 286) and transit. Partial funding was also allocated to projects to fund design and/or right-of-way for a 6-year window. Since January 2014, several projects are in scoping, design, land acquisition, utility relocation, under construction, or completed. Eight studies were completed and 18 more are underway including the Cleveland Ramp which is a new access point off of the Dulles Toll Rd into Tysons. This does not include projects previously approved as part of the Board's 1st to 3rd Four Year Plans.

Since January 2014, what has happened? I-66 Inside/Outside are major projects. Transit projects

have been developing, too: Richmond Highway BRT, Metro, Route 7 BRT, and Rt. 286 priority project

Are we closer to dedicated funding for Metro? Closer than 6 months ago, but will need to go to Richmond for a solution.

Comprehensive Plan amendments since January 2014 include sites in Reston, Seven Corners, and Richmond Highway (underway). These amendments have transportation policy components. Regarding Richmond Hwy, there will likely be a lot of land acquisition required. More than 200 properties will be affected, including construction (i.e., temporary) and full easements. The affected individuals will be met one-on-one by VDOT or its agents to determine particulars. E.g., VDOT meets, determines land acquisition need/footprint, and determination of how to proceed. If relocation becomes necessary, there is assistance, whether for homeowners or businesses.

TPP update for FY2018–2023 incorporates all of the revenue sources from federal, state, local, regional, and private sources. The process began in 2016 to update cost estimates for current projects. FCDOT is examining a list of unfunded projects in which the public had previously expressed interest. Cost-benefit analyses (CBA) are being performed on the new projects. Over \$600 million over next 6 years are needed to fund partially funded projects from the previous TPP cycle. FCDOT intends to complete all of those partially funded projects before moving onto new ones. There is approximately \$170 million available for new projects in the TPP update.

Not included in the figures for the TPP are payments from other sources. The I-66 Outside concessionaire will pay the Commonwealth a \$500-million concession payment, which must be spent in the I-66 corridor to benefit toll-payers. The definition of a corridor for project allocation purposes is flexible and considered at a network level. E.g., improvements on roads parallel or near to I-66 will benefit I-66 toll payers. In addition, there will be funding available for transit from sums associated with the projects on I-66 inside/outside the Beltway and I-395.

Project selection criteria include:

- Congestion Reduction (*)
- Economically Disadvantaged Populations
- Mode Balance
- Safety
- Travel Time Savings (*)
- Community Input
- School and Park Access
- Regional Consideration (included in NVTA TransAction 2040)
- Countywide Balance
- Disabled/Elderly Populations
- Economic Development (support for revitalization areas and major Activity Centers)
- Healthy Communities Initiative
- Air Quality (*)

Asterisked items are part of CBA. Safety is not part of the CBA.

On reserve funding, \$170 million for new projects, FCDOT is seeking input. Consideration for allocating new funds for future funding plans—Innovation, Seven Corners, Richmond Hwy, Metro/transit, Atlantic Gateway, Fairfax County Parkway—includes anticipating unexpected cost overruns. Small-scale projects that may arise between FY 2021 and FY 2023. The County has proposed to set aside \$70 million (actual amount TBD) for projects on the list in case of overruns, etc.

There are two potential project lists: the longer master and short lists. Cost estimates on lists are entirely estimates without detailed analysis at this phase. Staff have evaluated projects to determine constructability. Director Biesiadny asked: “Is there anything on the big list that should be on the short list that staff will focus a more detailed analysis on?” Cost estimates are being developed for all short list projects. Bike & pedestrian projects are subject to a different CBA rubric than other projects.

In Fall 2017, FCDOT will engage the public to elicit community feedback. FCDOT wants TAC to help with public involvement. FCDOT is working with community service agencies to reach community groups that have not been contacted directly previously, such as sports and faith groups. The TAC will provide suggestions/recommendation on how to reach various groups by July 11, 2017, to FCDOT.

Commissioners suggested an online GIS interface to capture the public’s recommendations on project selection, use webinars, and broadcast meetings via digital streaming. There was discussion about not focusing on magisterial districts in considering some forms of outreach because of a lack of district awareness among citizens and commuting routes extending beyond one district. Commissioner Madden asked about performance of TPP to do things like closing missing links in bike lanes and other system-wide features. The commissioner noted the importance of promoting alternatives to single-occupancy vehicles.

On spot improvements, FCDOT noticed that when it focused on fixing a problem on a particular site, the community had often come out to raise larger, related issues that would expand the project corridor scope. Fixing one unsafe situation could have ripple effects further down the roadway; FCDOT will look to address such situations.

When working on projects that benefit railroads, FCDOT tries to persuade the railroads to invest their money as well. Railroads used to contribute more in the past when more grade crossings existed. The CSX bridge project is a candidate for collaboration because the bridge is about 100 years old and would be widened to accommodate BRT.

FCDOT is seeking input on the proposed schedule of activities for public outreach meetings and review of draft and final plan recommendations. This plan would complete projects that received partial funding from first TPP cycle.

Q&A

What is going on with Tysons transportation money? Is there a source of money not in TPP that can be used on Tysons? Money for Tysons must be spent in Tysons. There is a little bit of money

for intersections around Tysons, but, e.g., Old Courthouse Rd is not allocated for.

The Trails & Sidewalks Committee and TAC have been talking about money for maintaining sidewalks. Is there a way to get creative about ensuring maintenance funding for sidewalks/trails? Most sources of funding from the Commonwealth cannot be used for maintenance by statute. The Board has increased general fund allocation for maintenance, though it is a fraction of the need. The mindset of many Virginia General Assembly members is that they are willing to invest in capacity investments (read as, congestion relief), but not for maintenance—they are simply not receptive to it.

Maintenance for roads? Prior to 2013, maintenance budget was cut and cut. As part of HB 2312, VDOT received money for maintenance. It has ramped up spending, but the problem is extremely bad. VDOT intends to invest about \$1 billion/year for several years to get NoVA roads back to the level at which 2/3 of secondary roads are in state of good repair.

What is the timeframe for projects at Seven Corners? FCDOT is working on the Comprehensive Plan. There will be bus rapid transit.

Bridge over Rolling Rd, the pedestrian segment of road is in bad state. Is there a plan to resolve it? No project planned for this location.

Regarding Chick-fil-A at Burke Center, the sidewalk is now impassable and the lighting is poor. What about the maintenance of traffic plan? There is supposed to be a pedestrian path maintained if one already exists.

Regarding transportation demand management, the goal of TDM is to reduce the use of single-occupancy vehicles. Is there an encouragement piece incorporated into new projects? When BRT is built, FCDOT will spend money on advertising it when ready. TDM resources come from sources other than TPP money. FCDOT now has sufficient bicycle facilities to make cycling promotion worthwhile. Bicycle facilities weren't sufficiently connected 5+ years ago, but things have been improving.

Regarding funding of bike share programs, is the expenditure entirely from Fairfax County? Capital Bikeshare reaps revenues from advertising, which reduces money that needs to be paid to Bikeshare by Fairfax County.

Could FCDOT collect data on its completed projects to be linked with Healthy Communities Initiative? Yes, it can be done. When BOS and FCDOT consider priorities, they consider health impacts of policy choices. Yes, people believe in health benefits of certain projects, like sidewalks, but there can be resistance. There are difficulties in obtaining easements for sidewalks.

What about unfunded projects that are geographically proximate? Can FCDOT connect projects to take advantage of scale? Yes, and FCDOT does so; e.g., Kirby Rd has about 6 projects proceeding together.

Messages from numerous transportation organizations spoke at DATA presentation.

Comment & Feedback on Last Meeting's Presentation

Commission Young has been telling VDOT that the I-66 project should learn from the Dulles Toll Rd bridge project because the latter has been handling pedestrian and bike issues creatively and effectively.

Other Business

Community Outreach for TPP: Discussion of how to reach out to district-based groups.

Planned Agenda for next meeting

- **July 18, 2017:** Update on the Outreach Efforts for the Transportation Project Priorities (TPP) – FCDOT Staff

TAC members expressed interest in an Envision Route 7 presentation.

Topics for Future Meetings (Candidates for holding meetings at alternate location indicated in bold:

- **August 15, 2017:** Overall Safety Discussion and Discussion on Bicycle and Pedestrian Facilities with VDOT and Adam Lind and Chris Wells (FCDOT)
- **September 19, 2017:** Demonstration of Fairfax Connector Bus Information System – Dwayne Pelfrey (FCDOT)
- **October 17, 2017:** Update on Virginia Railway Express (VRE) – Doug Allen (VRE) / Mike Lake (FCDOT)
- **November 28, 2017** Update on the TPP's Outreach Efforts – FCDOT Staff
- **December 19, 2017:** TBD
- Transportation Demand Management's (TDM) Metrics for Key Performance Indicators
- Potomac River Crossings Data Development Study – VDOT
- Comprehensive Plan and Transportation staff and Planning Commission discussions with TAC on what their vision is for future development and any changes in planning and zoning guidelines that may be needed to account for future work environment given the pace and impacts of technology advances (including guest speaker to explain impact of self-driving/smart cars, buses and trucks on traffic, roadways and intersections). Joint meeting date with the Planning Commission's Transportation Committee will be determined.

Closing and Adjournment

Discussion of i-66 outside bike trail: the alignment is inside the sound wall at grade with I-66 traffic for about 16 miles. Separation is only provided by jersey barriers.

The meeting was adjourned at 9:50 p.m.

Upcoming Events/Other Meetings:

July 18, 2017	1:00 pm	Board Transportation Committee Meeting
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Upcoming TAC Meetings:

July 11, 2017	7:30 pm	TAC Work Session (FCDOT)
July 18, 2017	7:30 pm	TAC Regular Meeting (FCDOT)
August 1, 2017	7:30 pm	TAC Work Session (FCDOT)
August 15, 2017	7:30 pm	TAC Regular Meeting (FCDOT)
September 5, 2017	7:30 pm	TAC Work Session (FCDOT)
September 19, 2017	7:30 pm	TAC Regular Meeting (FCDOT)
October 3, 2017	7:30 pm	TAC Work Session (FCDOT)
October 17, 2017	7:30 pm	TAC Regular Meeting (FCDOT)
November 7, 2017	7:30 pm	TAC Work Session (FCDOT)
November 21, 2017	7:30 pm	TAC Regular Meeting (FCDOT)
December 5, 2017	7:30 pm	TAC Work Session (FCDOT)
December 19, 2017	7:30 pm	TAC Holiday Dinner Meeting (FCDOT)