



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 Meeting Minutes

December 14, 2021

Board Auditorium, Government Center

Board of Supervisors Members Present:

Jeffrey C. McKay, Chairman

Penelope A. Gross, Mason District (Vice Chairman)

Walter Alcorn, Hunter Mill District (Committee Chairman)

Kathy L. Smith, Sully District (Committee Vice Chairman)

James Walkinshaw, Braddock District

John W. Foust, Dranesville District

Rodney Lusk, Lee District

Daniel G. Storck, Mount Vernon District

Dalia A. Palchik, Providence District (participated remotely from her home)

Patrick S. Herrity, Springfield District

Board Members Absent: None

County Leadership:

Bryan J. Hill, County Executive

Elizabeth Teare, County Attorney

Link to agenda and presentation materials:

[Board of Supervisors Transportation Committee Meeting: Dec. 14, 2021 | Board Of Supervisors \(fairfaxcounty.gov\)](#)

Remote Participation of Supervisor Palchik (Providence District)

Chairman McKay moved that the Transportation Committee of the Board of Supervisors adopt the Transportation Committee's Policy for Participation in Meetings by Electronic Communication. Supervisor Foust seconded the motion and it carried by the unanimous vote.

Chairman McKay announced that Supervisor Palchik will be participating in the meeting remotely and asked her to identify herself and provide her general location for the record. Supervisor Palchik indicated that she was participating from her home in the Providence District.

Chairman McKay moved that the Board:

- Certify that the voice of the remotely participating Member, Supervisor Palchik, can be heard by all persons assembled in the Government Center; and
- Confirm that Supervisor Palchik's remote participation fully conforms with the Transportation Committee's Policy for Participation in Meetings by Electronic Communication.

Vice-Chairman Gross seconded the motion and it carried by unanimous vote.

Committee Chairman Alcorn called the meeting to order at 1:42 p.m. He stated that a discussion of electric vehicle charging station in residential communities may be added to the February 1, 2022, meeting or the following meeting.

1. Approval of Minutes

The minutes of the September 28, 2021, meeting were accepted with no changes.

2. Staff Response to Board Matter on Bike and Pedestrian Projects

Chris Wells, Active Transportation Program Manager; Nicole Wynands, Active Transportation Planner; Lauren Delmare, Active Transportation Engineer; and Michael Guarino, Capital Projects Section Chief, Fairfax County Department of Transportation (FCDOT); updated the Board on the status of past and current commitments by the Board regarding pedestrian and bicycle projects, especially near schools, parks, activity and revitalization centers, and transit station areas. The joint Board Matter of October 5, 2021, directed staff to identify one-time investments in pedestrian and bicycle infrastructure with a goal of at least \$100 million in new funding through FY 2027, identify new funding during FY 2022, compile a list of previously identified and currently unfunded pedestrian and bicycle projects, and recommend criteria for evaluation of projects to be funded in FY 2022, FY 2023, and beyond. A proposed four-step evaluation process, with criteria for evaluation of bike and/or pedestrian projects, was presented to the Committee. Step 1 would be to identify projects with the greatest public benefit. Step 2 would be to include additional key projects prioritized for other reasons such as school safety, placemaking and economic development. Step 3 would be to refine and develop a short list of potential projects. Step 4 would be to complete final evaluation of short-listed projects by feasibility, relative costs, constructability, property and environmental impacts. Staff was looking for the Board feedback by January 2022 and anticipated returning to the Committee in 2022.

Committee Chairman Alcorn encouraged Board Members to review the evaluation methodology. He requested staff to verify that the safety data was complete. He noted that new data sets

coming in show near-missed data and some of the thresholds on safety that may not be accurate regarding pedestrian and bicycle accidents. He suggested elevating safety criteria as one of the top priorities when reviewing the project listings. Tom Biesiadny, FCDOT Director, explained that the Board would have the final authority to approve funding for the projects.

Chairman McKay asked if a process exists to move a project (in terms of costs) that may not make the short list of potential projects on Step 3 of the evaluation process but may be moved forward because it is ready to go. Mr. Wells responded that during the Transportation Priorities Plan (TPP) process, staff examined projects with flexibility based on feasibility and buildability to move the project in terms of costs and timeline. Chairman McKay stated that he wanted staff to be ready to move a project forward even though it was not on the short list if there is a change in the project's funding or readiness. Mr. Wells confirmed that staff expected project selection to be a dynamic process based on funding. Mr. Guarino stated that all projects will be mapped in GIS at Step 1 and will work with the Supervisors' offices on Step 2 (such as school safety, placemaking and economic development) to continue searching for ways to complete a project as quickly as they can.

Supervisor Foust asked when the community participation would be included in the process. Mr. Biesiadny replied that community and stakeholder input is part of Step 1. Supervisor Foust stated that the community outreach process of the TPP was one of the best outreaches that he has ever seen. He inquired about the current funding status and projections for projects. Mr. Biesiadny replied that staff would circulate the information on the projections for each revenue source.

Supervisor Herrity asked if the projects from the TPP process would stay on the list. Mr. Biesiadny responded that those projects remain on the TPP deferred list and that he would welcome the Board's input on processing them. Supervisor Herrity stated that he wanted to keep the projects on the list and moved to the top of the list to be funded as funding became available. After the list is developed, staff should seek community input again to confirm the public's needs. He stated that there must be a balance between maintenance needs and new projects. Mr. Biesiadny responded that he welcomed the Board's input on allocating the new \$100 million funding.

Supervisor Lusk recommended that staff use advanced technology (spatial analysis of areas with high needs) to identify future needs related to the Street Simplified Pilot project. Mr. Wells responded that he would explore the idea and incorporate all good quality data sources. Supervisor Lusk suggested using preliminary environmental impacts to rank the projects and provide that information to the public. Mr. Wells responded that he would incorporate the environmental data in GIS during Step 1 of the process. Supervisor Gross stated that it would be

helpful to illustrate the before and after improvements with GIS maps so the public would have a complete picture.

Supervisor Gross asked if staff would limit the number of unfunded project requests. Mr. Biesiadny responded that the list is dynamic. He recommended keeping all requests on the list so staff could analyze and produce the best projects based on needs and funding situations. Supervisor Gross stated that the County needs to clarify that the list is just a way to capture all requests but not make any plans there. She mentioned the Annandale Greenway as a project that the community has worked on as an ideal project to move forward. Mr. Biesiadny stated that he would include that project on the list.

Supervisor Storck asked for the number of projects in the Virginia Department of Transportation's (VDOT) rights-of-way (ROW) and how those projects should be funded. He asked for the data to be shared with his office. Mr. Wells stated that staff has already planned on sharing the data with the Board. Regarding the projects with the ROW issues, Mr. Wells noted that based on his estimate, about 90 percent of the projects that the County has built over the years had been along or crossing VDOT's rights-of-way.

Supervisor Palchik asked how lighting projects and cross-county trail projects would be included in the lists. Mr. Biesiadny stated that staff would look at the cross-county trail project as part of the process. He asked Board Members to let staff know if they have specific lighting projects related to pedestrian and bicycle issues. He stated that FCDOT has not tracked lighting requests and will check with the Department of Public Works and Environmental Services (DPWES) for their list.

Supervisor Herrity recalled that for the Little Rocky Run trails project a federal grant required the County to widen the trails to 8 feet. However, the community only wanted a 5-foot-wide trail; therefore, they rejected the federal grant. He recommended staff verify the needs versus the designs for trails. Mr. Wells responded that staff wants to retain the flexibility of context-sensitive designs and recognized that a one-size-fits-all approach would not work for the County.

Supervisor Foust asked if staff had the resources to complete the tasks. Mr. Biesiadny replied that staff has consultant support for Step 1 of the process and will inform the Board if they need more support. Supervisor Foust asked what management software staff use for those projects. Mr. Biesiadny stated that online GIS maps have basic project information and FCDOT uses the County's standard project management system. However, FCDOT is working with DPWES to develop a new project management system. This new software is currently being used by DPWES's Wastewater and Stormwater divisions.

Supervisor Lusk asked if pedestrian fatalities are one of the factors in the evaluation process. Mr. Wells responded that staff would use fatality and crash data for safety analyses. Supervisor Lusk requested that a missing sidewalk segment on the south side of Lockheed Boulevard at Huntley Meadows Park be added to the list.

Supervisor Smith stated that a 5-foot sidewalk is not wide enough for two people walking side-by-side, especially with a stroller. Mr. Wells responded that with recent projects, staff has designed the sidewalks to be 6-foot wide instead of the standard 5-foot sidewalk for context-sensitive and to accommodate bicyclists and other usages.

3. Staff Response to Board Matter on Bike and Pedestrian Project Funding

Christina Jackson, Chief Financial Officer, updated the Board on the project funding options and recommendations per the October 2021 Board Matter. Funding options include stimulus funds, infrastructure funding, one-time funding available at quarterly reviews, general obligation bonds, EDA revenue bonds, and increasing the Commercial and Industrial Tax Rate. Staff recommendation was to utilize one-time funding available at quarterly reviews.

Chairman McKay thanked Ms. Jackson for her work and effort regarding the funding for the reserve accounts.

4. Update on the Managed Parking Program

Henri Stein McCartney, Senior Transportation Planner; and Neil Freschman, Traffic Engineering Section Chief, FCDOT, updated the Board on the proposed implementation strategies in Tysons to address long-term parking and encourage space turnover on public streets and create a comprehensive curbside management plan. The program will need to obtain a transportation design consultant and a parking services vendor to assist with implementation. Estimated funding needs for a staff position, consultant, and vendor fees were listed. The timeline for implementation is estimated from two to three years from the time a design consultant is funded.

Committee Chairman Alcorn stated that he supported the program, and it is an important step toward managed public parking for the future of Tysons. Chairman McKay said that he supported the program as well. He asked if staff has adequate tools to address issues during the next two years in Tysons. Ms. McCartney stated that staff has limited tools under the current program to manage parking in Tysons. However, the County has broad authority under state laws to establish ordinances to deal with issues. Mr. Freschman stated that the Tysons Partnership can implement managed parking for private streets or streets that are not in the VDOT system yet. Supervisor Palchik noted that she also supported the program. She asked about the issues of accessibility for drop-off locations for delivery. Ms. McCartney stated that it

would be included in the review process and implementation of loading zones, passenger pickup, and drop-off accessibility. Supervisor Foust asked how staff addressed the parking options for Metro riders for stations near the Tysons area. Ms. McCartney responded that one of the options that staff would consider is a longer-term parking zone in the proximity of the stations to accommodate Metro riders but not to serve developments. Supervisor Herrity stated that staff must work with the Tysons Partnership, the Chambers of Commerce, local restaurants, and retailers for this program.

5. Transit Rider Incentive Program (TRIP) Briefing

Gregg Steverson, Deputy Director, FCDOT, briefed the Committee on the TRIP program. The Fairfax Connector TRIP pilot program is designed to help low-income residents recover from the pandemic and help restore Fairfax Connector ridership. FCDOT is working to implement this program with the Washington Metropolitan Area Transit Authority (WMATA) and other County agencies such as Department of Family Services (DFS), Department of Housing and Community Development (HCD), and Department of Neighborhood and Community Services (NCS).

Chairman McKay noted that this program operates like the Student Bus Pass Program, and it could be successful as well. He asked for the administration costs of the program versus the cost of waiving fares completely. He suggested staff provide the pros and cons of the program and find out what other transit systems in the region are doing in terms of fare payment transfer and other issues. He indicated support for the TRIP program. Supervisor Smith asked how the program identified or captured the people who would benefit from it and other people that may not be clients of the program partners, such as the Department of Family Services (DFS) and Department of Housing and Community Development (HCD). Mr. Biesiadny stated that the program would start with people already in the County's existing programs that meet the financial criteria. Eventually, the program will be available to the public and clients of other agencies. FCDOT does not have the information to verify income. Supervisor Palchik asked if the program would open to the Coordinated Services Planning (CSP) line clients. Mr. Biesiadny responded that the program would be extended to the clients of the CSP line in the future. Supervisor Lusk noted support for the program. Committee Chairman Alcorn concurred with all comments made and encouraged staff to follow up on Supervisor Smith's comments to look for ways to reach other people who need this program. Staff will update the Committee in Spring 2022.

5. Dulles Corridor Metrorail Project Update

Martha Coello, Special Projects Division Chief, FCDOT, provided an update on the construction and testing progress of the Dulles Metrorail Silver Line Phase 2 project. Phase 1 still has some outstanding work on the Dulles Toll Road to be completed in calendar year 2022. Phase 2 is 99 percent complete. Current activities include operational readiness testing with WMATA and the completion of punchlist items. Fairfax County activities include punchlist verification, parking

agreement, and maintenance and operations agreement with WMATA. Staff anticipates securing the Board approval of the recommended Silver Line Phase 2 bus service plan by winter 2022.

The meeting was adjourned at 3:15 p.m. The next Board Transportation Committee will be scheduled for February 1, 2022, at 3:00 p.m.