



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

October 2, 2018

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
Beth Teare, County Attorney

Transportation Advisory Commission (TAC):

Jeff Parnes (Sully District), Chairman

Link to agenda and presentation materials:

<https://www.fairfaxcounty.gov/boardofsupervisors/board-transportation-committee-meeting-oct-2-2018>

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

1. Approval of Minutes

The minutes of the July 17, 2018, meeting were accepted with no changes.



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2. I-395 Express Lanes Construction Update

Susan Shaw, MegaProjects Director (VDOT), Paul Nishimoto, I-395 Project Manager, (VDOT), and Rich Prezioso, Project Delivery Manager (Transurban USA), briefed the Board on the construction update of the I-395 Express Lanes Project.

The project will:

- Convert two High Occupancy Vehicle (HOV) lanes to three Express Lanes
- Provide a fourth regular southbound lane on I-395 between Duke Street and Edsall Road
- Improve the Eads Street Interchange and carpool access at the Pentagon
- Install sound walls, provide bridge rehabilitation and annual transit revenue

The project is expected to be complete by summer 2020. There were no questions or discussion following the presentation.

3. Fleet Vehicle Parking

Neil Freschman, Chief, Traffic Engineering Section (FCDOT), Charisse Padilla, Transportation Planner II (FCDOT), Hayden Coddling, Assistant County Attorney (OCA), and Robert Otten, Fairfax County Police, updated the Board on the revised language for Section 82-5-19, related to parking fleets of company vehicles on the public right-of-way, as a follow-up to the Board public hearing on September 25, 2018.

The concerns with fleet vehicle parking expressed by the citizens at the public hearing were:

- The ability to park company-owned take-home vehicles on public right-of-way overnight
- Companies without private parking options using public right-of-way for company vehicle storage
- The definition of fleet vehicles being unclear

Regarding the proposed Ordinance language of Section 82-5-19 on fleet vehicles, *“parked in the public right-of-way within 1,000 feet of any other parked vehicles registered to the same company”*, the Board questioned the purpose of the “1,000 feet” separation and any unintended consequences that it may have caused. Supervisor Foust stated that a company can space their fleet vehicles every 1,001 feet to legally park on a public right-of-way, per the proposed ordinance. Mr. Freschman replied that the revised statement was aiming to prevent a company spreading out their fleet into adjacent neighborhoods.

Supervisor Smyth stated that in the Merrifield area, the U-Haul company is spreading their trucks everywhere, usually over the 1,000 feet separation distance. Ms. Teare stated that staff can modify the ordinance to capture the issues that the Board wanted to address. Supervisor Cook stated that there were two separate issues of overflowing fleet vehicles into the



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neighborhoods and the ability for an employee to take home a fleet vehicle to park in front or near their house overnight. Mr. Freschman replied that the proposed language stated that the restrictions do not apply to a single company vehicle assigned to an individual employee for take home use which can be parked permitted by law. Ms. Teare stated that at the public hearing, there were some discussions about the confusion regarding what would happen if there was another company vehicle parked nearby, and the needs to create a geographical line around where the vehicles could congregate. Supervisor Gross asked for clarification for a scenario where two individual employees both take their company vehicles home. Mr. Coddling replied that under the proposed Ordinance language of Section 82-5-19(b)(1), such restrictions do not apply to those individuals under that example.

Supervisor Foust asked staff to clarify where the “1,000 feet” issue would apply. Mr. Coddling replied that staff were trying to clarify the greater than “1,000 feet” issue, and they can revise the language to address the Board’s concerns. Chairman Bulova stated that the language in (b)(1) addressed the concerns. Supervisor Herrity asked how many businesses would be impacted by the proposal. He stated that his concerns were the unintended consequences to businesses and asked if staff had reached out to the Chamber of Commerce and trade groups in the county. He stated that he did not want to force businesses out of the county, due to the restrictions in the Ordinance languages. Mr. Freschman replied that staff had contacted businesses via the FCDOT’s mailing distribution list, posted information on the County website and other social media platforms.

Supervisor McKay shared the same concerns that Supervisor Herrity had raised. Supervisor McKay asked how the police would determine if a vehicle was assigned to an individual as compared to being stored there by the company. Mr. Otten replied that the police could run the license plate to find the owner of that vehicle, and mark the tires to determine if the vehicles had moved the next day. He stated that if the police see an individual take-home vehicle, they generally look to see if there are more vehicles from the same company. He stated that the proposed ordinance is enforceable and anticipates no issue with it. Supervisor Smyth stated that it is not necessary to change the definition to add the 1,000 feet separation. She emphasized that the problems in the commercial district were that they do not have sufficient parking spaces for their customers and their fleet vehicles.

Supervisor Foust asked staff to bring the (b)(1) proposal back to the Board at the October 16, 2018, meeting.

4. Comments on Visualize 2045 Long-Range Transportation Plan for the National Capital Region

Michael Lake, Senior Transportation Planner (FCDOT), reviewed the highlights from the Draft Visualize 2045 Plan which was prepared by the National Capital Region Transportation Planning Board (TPB). Visualize 2045 aims to help decision makers and the public “visualize” the region’s transportation future by illustrating:



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- What the region aspires to do if more resources were available
- What the region can do with current levels of funding
- What the region must do to meet federal requirements

Projects in Visualize 2045 Plan include financially constrained and financially unconstrained, which is a new element of the long-range plan. There are over 600 projects in the Plan, that includes more than 100 major projects that expand or change the region's highway or transit system capacity. The Board was asked to consider sending a letter to endorse the Visualize 2045 Plan to the TPB by October 7, 2018.

Supervisor Foust asked if a project like the new I-270 and I-95/I-495 HOT Lanes is included in the TPB Constrained Long-Rang Plan (CLRP), will they then be funded? Mr. Lake responded that projects in the CLRP, by law, must be reasonably expected to be funded within that time period. However, a project like the second Rosslyn tunnel and station is in the Visualize 2045, but not in the Six-Year Plan, which is called the Transportation Improvement Plan (TIP). The TIP is a subset of the CLRP. A project must be in the TIP to be funded, and the federal government requires funding allocation for at least the first two years for preliminary engineering, environmental studies, and construction, etc.

Mr. Biesiadny stated that the letter to endorse the Plan specifically supports Maryland's I-495 relief project, Virginia's I-495 relief project, (which extends the HOT lanes across the American Legion Bridge) and an additional tunnel for Metrorail below the Potomac River at Rosslyn. These projects have been previously endorsed by the Board.

Supervisors Cook and Herrity stated that they wanted to include the second Potomac River crossing in this letter. Supervisor Foust stated that the outer crossing is a separate issue, and it could be included in a separate letter. Mr. Biesiadny responded that the outer crossing was not included in current the Visualize 2045 Plan. If the Board would want to include the second Potomac River crossing in the letter, staff could make a change per the Board's direction. Supervisor Smyth explained that part of the issue was Maryland's commitment to constructing HOT Lanes on the Beltway and an \$8 billion investment in managed lanes. Supervisor Herrity stated that it was not a money issue, but a leadership and congestion issue. He stated that the Board should reference a second crossing in the letter, because the Loudoun County Board endorsed their support for the project. Commissioner Parnes stated that since 1960, the population has been forecasted to 7 million people, and the Visualize 2045 does not have mass transit or rapid transit improvements crossing the Potomac River. He supported not just the second crossing, but crossings on either side of I-495.

Supervisor Foust reminded the Board that they were being asked to write a letter in support of the Visualized 2045 Plan that has been proposed, and he expressed his desire to see the American Legion Bridge fixed. Mr. Biesiadny stated that it was the Board's decision to include the second crossing in the letter or not; however, it would not delay the TPB from approving the Plan on October 17, 2018. Chairman Bulova asked whether the Loudoun County Board has sent a letter to the TPB endorsing their position for the second crossing. Mr. Lake replied that he had



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not seen a letter from Loudoun. Chairman Bulova stated that she would support sending a letter indicating Fairfax County's priority is the American Legion Bridge and increasing the capacity of the Bridge, while including support for the second crossing of the Potomac River. Supervisor Gross stated that the Board could send a second letter at a future date to support for the second crossing. Supervisor Hudgins agreed and cautioned the Board not to send mix messages to the TPB. She stated that the Board should endorse the Plan in its current state for projects to move forward. Supervisor McKay pointed out that in the County's federal legislative package, there is language about the second crossing. He agreed with Chairman Bulova's suggestion. Supervisor Foust recommended that the Board send the letter as drafted to the TPB. After the Board adopts the legislative package, they could send a letter to the TPB to express its support for the second crossing. The majority of Board Members agreed with Supervisor Foust's recommendation, and the letter will be sent to the TPB as drafted.

Supervisor Smith brought up the concerns that the Council of Governments (COG) Air Quality Committee had regarding an approved letter referencing a report which discusses using Tier 1 mobile emissions budgets instead of Tier 2 emission budgets, given that emissions standards might change for light-duty trucks. Supervisor Smyth stated that she was aware of the letter, and explained why the other Tier was there. The issue is to ensure that COG has the flexibility to adjust to changes in emission standards and still be in compliance with air quality standards.

Supervisor Storck asked why the Visualize 2045 Plan does not contain the Department of Rail and Public Transportation (DRPT) Study of Richmond Highway which recommends extending Metrorail by two stops by 2040. Mr. Biesiadny responded that funds to support the extension of Metrorail have not been identified at this time, so the Metrorail extension was not included in the Plan. Projects can only be included in the Plan, if funds are projected to be available. He explained that this Plan will get updated every four years, and he stated that there may be funds identified in the future.

5. Regional Bus Strategy and Alternatives Analysis

Michael Felschow, Planning Section Chief, Transit Services Division (FCDOT), and Todd Wigglesworth, Coordination and Funding Division Chief (FCDOT), briefed the Board on the Metro Bus Transformation Project. Metrobus ridership has fallen by nine percent in the last year. The Washington Metropolitan Area Transit Authority (WMATA) Transformation Project was developed to identify the problems with the regional bus network and make recommendations to improve the service and to support the region's growth in the future.

Supervisor Herry asked for the cost-per-mile or cost-per-rider from a different system. Mr. Felschow replied that he can provide the information after checking with other agencies. Supervisor Herry stated that staff should consider running the transit routes in the Express Lanes. Mr. Wigglesworth stated that this effort is limited by the three percent cap of the WMATA budget. Supervisor Herry stated that WMATA needs to use funding more efficiently within the three percent cap. Supervisor Cook asked why bus ridership has declined, and why people would choose to travel by car, rather than bus, if they have a choice? Mr. Wigglesworth



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replied that the cost of travel by car is going down, due to the lower gas prices, and travel time by car is often faster than by bus.

6. Presentation on Implementation and Results of Express Lanes Project and Fairfax Commuter Route 699

Mr. Felschow briefed the Board on the performance of Fairfax Connector Route 699 service from the Government Center to Washington, D.C.

Chairman Bulova stated that the Route 699 service is being paid for by the I-66 tolls inside the beltway. She recommended that at future community outreach events, people should be informed that toll revenue is paying for this great service. Mr. Biesiadny replied that staff will make sure that people will know about it at the kickoff event for the new Route 698 service in January 2019.

Supervisor Herrity stated that it clearly showed that if giving people reliable and fast transit service, they will use it. The future of bus service is in express routes.

7. Silver Line Phase 2 Implementation

Mark Canale, Special Projects Division Chief (FCDOT), Carey Needham, Director, Building Design and Construction Division (DPWES), Katayoon Shaya, Chief, Public Private Partnership, Building Design and Construction Division (DPWES), and Ronald Kirkpatrick, Deputy Director (DPWES), updated the Board on the status of the Silver Line Phase 2 implementation. [The presentation is available online.](#)

Chairman Bulova asked about the Innovation Station Garage structure underground. Mr. Needham replied that the original garage had one to one-and-half levels under the ground and a lot of rocks were found during construction. Supervisor Gross asked for an explanation of the caissons and how they are manufactured and installed. Mr. Needham responded that a caisson is a huge drill bit augered into the ground, 25 feet deep, and filled with concrete and reinforced with steel. She asked why the garage has settled and when the Board would be informed about the results. Mr. Needham replied that the project team is trying to make sure that the garage is stable and construction can move forward, and have a third-party technical expert working on how and why the problems happened. Mr. Kirkpatrick added that the third-party technical engineer and his company that specialize in the drilled foundations will study the cause of the problem. Under the garage, there is irregular bedrock, boulders and a high-water table. County Executive Hill stated that the Board will be informed about the results as soon as possible.

The meeting adjourned at 4:50 p.m. The next BTC meeting is scheduled for December 11, 2018, at 11:00 a.m.