

VIRGINIA DEPARTMENT OF TRANSPORTATION

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Northern Virginia District

Six Year Improvement Plan
Public Meeting

Northern Virginia District Office
Potomac Conference Room
4975 Alliance Drive
Fairfax, Virginia

Monday, April 30, 2018
5:30 p.m

BOARD MEMBERS

SHANNON VALENTINE

Secretary of Transportation
Virginia Department of Transportation

GARY GARCZYNSKI

Commonwealth Transportation Board
At Large-Urban

MARY HAYNES

Virginia Department of Transportation
Northern Virginia District

ROBERT H. CARY, PE

Virginia Department of Transportation
Deputy Commissioner

JENNIFER MITCHELL

Director, Department of Rail Public Transportation

MONICA BACKMAN

Executive Director
Northern Virginia Transportation Authority

PAUL SMEDBERG

Chairman
Northern Virginia Transportation Commission

HELEN CUERVO, PE

Northern Virginia District Engineer

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P R O C E E D I N G S

SECRETARY VALENTINE: Good evening. I'm Shannon Valentine. I'm Secretary of Transportation. Welcome to the Public Hearing here in Northern Virginia.

If you all would not mind joining me in standing to say the Pledge of Allegiance.

(The Pledge of Allegiance was recited)

SECRETARY VALENTINE: Can you all hear me?

(The audience responded affirmatively)

Yes? I'd really like that you stand in the back of the room like that. Thank you.

So tonight we have Helen Cuervo. We don't have Marty Nohe, Monica Backman. We have Paul Smedberg from NVTC, Rob Cary, Deputy Commissioner, Jennifer Mitchell, Director of DRPT. We're going to I think have Mary Haynes join us. We have Gary Garczynski, who is on the CTB, member at large and we may have Scott Kaprowicz actually be joining us a little bit later.

We're going to open tonight's meeting with a very brief video. When I came into this position I thought I was going to be focusing on a lot of things of which safety was going to play a part of all of it and in these last months safety has really tragically been a much

1 bigger part than I ever dreamed and I had the opportunity
2 to speak at a VDOT vigil about two and a half weeks ago
3 over on Afton Mountain and that's a vigil that recognizes
4 transportation workers who have been killed in the line of
5 duty as they have been performing their jobs. Just in
6 2017 VDOT reported 2,666 crashes just in work zones.
7 1,329 injuries and 12 fatalities. Most if not all of them
8 associated with distracted driving, which has become a
9 major issue for us.

10 So with that, we just wanted to show a brief
11 video. I don't know if we can dim the lights or not.

12 (A video was played)

13 As I said at the vigil -- hi, welcome.

14 MS. HAYNES: I was stuck on 66.

15 SECRETARY VALENTINE: You should really do
16 something about the traffic. Mary Haynes, our CTB member.

17 As I said at the vigil, that when it comes to
18 distracted driving, the tragic loss and the irreparable
19 loss to families is completely preventable and so we're
20 really putting a huge focus on safety and Governor Northam
21 did declare April as Highway Safety Month the entire
22 month, the first governor to do that. So we have been
23 putting a huge emphasis on that. One of the weeks this

1 month was a competition held in every district around
 2 Virginia, we had eight finalists and the competition was
 3 to design a license plate for distracted driving. The
 4 eight finalists and the winner came to the Capital and the
 5 winner is this license plate designed by a young woman
 6 from Blacksburg, Eyes on the Road, and so we're really
 7 hoping to get our youth to once again lead us into doing a
 8 better job of doing just that.

9 So what I thought, in addition to safety, as I
 10 came into Transportation, as many of you know that with
 11 Governor McAuliffe and with Secretary Layne there was
 12 great progress made, particularly when it came to
 13 accountability and transparency and identifying funding
 14 and completing projects with Smart Scale, State of Good
 15 Repair, the reforms in our P3 Office, there were many,
 16 many strides and so as we come in to Transportation, I
 17 hope to focus on building on that progress by, Number 1,
 18 execution, executing and delivering superior projects on
 19 time and on budget and as my new friend Bill here knows,
 20 and our commissioner would know, ahead of schedule and
 21 under budget, but it's really excellence in quality that
 22 we're going to be held accountable for.

23 Secondly, tying transportation decisions to

1 economic development and economic competitiveness in our
2 urban regions and every region of Virginia. And thirdly
3 by embracing innovation.

4 You know, when you think about the multi modal
5 platform that we have in Virginia from the Port of
6 Virginia, the Space Port, rail, transit, highways,
7 bridges, bike paths, we have everything in Virginia and so
8 to be able to use that platform to support business and
9 work force, expand business, recruit business, is very
10 much a part of what we would like to build our foundation
11 on in Transportation.

12 Before I turn it over to talk about the Six-
13 Year Improvement Plan, I thought I would just mention that
14 coming into this right away you hit the ground running,
15 the legislature's already working, the legislation is
16 already been filed, they're already in committees and so
17 one of our main responsibilities was the Metro
18 legislation.

19 We did secure \$154 million for Metro, which
20 was the full funding from Virginia, 167 from Maryland,
21 close to 179 out of DC, for a full commitment of \$500
22 million to Metro. It is a tremendous commitment from the
23 Commonwealth.

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1 As you may also know, the bill that we were
2 working on was presented a little differently from what
3 actually came out of the report and the Governor on April
4 18th put forward 24 amendments to the legislation, 19 of
5 them were approved, four of them that were not approved
6 had to do with funding of two revenue sources, the
7 grantor's tax and the 1 percent increase on the transient
8 occupancy tax. They were not accepted and so what this
9 would have done by accepting those two revenue sources
10 would have returned about \$35 million to NVTA for other
11 transportation priorities, road projects in the District.
12 We know how important this money is to Northern Virginia.
13 There is no doubt, as Mary would tell you just getting
14 here tonight, how that money is and we're just going to
15 continue to work through every avenue that we have to try
16 to make more whole NVTA, but working in collaboration
17 either through the budget or, you know, just continuing to
18 work with the legislature in other ways. So I'm very much
19 aware of that.

20 I will just say a tremendous commitment to get
21 the house senate Republicans and Democrats, three
22 jurisdictions, Maryland, DC and Virginia, to all make this
23 commitment to desperately needed capital means a lot to

1 WMATA.

2 Secondly, you all know that we instigated or
3 initiated tolling on 66 December 4th of last year. We
4 opened capacity to solo drivers inside 66 during peak
5 driving times. We are moving more people through the
6 corridor, drive times have improved, there is more
7 reliability for those traveling in transit and car pools,
8 but we're approaching our six month mark and so we have
9 made a commitment among all of us to continue to look at
10 improving performance along the corridor. We now have
11 gathered some data, it allows us to look at some patterns
12 to see if we could work with target speeds, days of the
13 week, hours, could we be more targeted at different times,
14 could we expand more buses, have more park and rides,
15 whatever we can do to move more people through 66 at a
16 lower cost. That's what we want to continue to refine.

17 Then finally at our last CTB meeting we did
18 approve \$6 million for an environmental impact study on
19 the last two miles between Tysons and American Legion
20 Bridge, which I know is incredibly important to this
21 region and to Mr. Garczynski, since I've been on the
22 board, so I know that that is a very smart adjustment.

23 So as we go through this evening we're just

1 going to pass the mic. I did want to mention that from
2 our home office we do have Garrett Moore here, our chief
3 engineer; John Lawson, our financial guru from VDOT; Todd
4 Horsley, Ciara Williams, Clinton Edwards, Deputy Secretary
5 Quinton Elliott. Back here, Deputy Secretary Nick
6 Donahue, who we were -- I never expected to spend that
7 much time during a legislative session with anybody.
8 Morteza Farajian from our P3 Office; Kim Pryor who runs
9 all of these Six-Year Improvement Plan meetings. Thank
10 you very much. Renee Hamilton from the Northern Virginia
11 District Office, and John Lynch who is visiting from --who
12 is the district engineer from Culpeper, who is also with
13 us this evening.

14 And Delegate Karrie Delaney, there you are.
15 Welcome. We also have Mayor Roger Vance. There you are.
16 Hi, nice to meet you. Arlington Board Member Katie
17 Cristol, nice to see you, and Curt Lundy for Delegate Dick
18 Black, welcome. Chris Flurry for Delegate Elizabeth
19 Guzman, hi, nice to have you. Mike Coil for Fairfax
20 Supervisor Kathy Smith, hello, welcome. And
21 (Unintelligible) Arizod (ph) for Senator Tim Kaine.
22 Welcome.

23 And with that I am going to turn it over to

1 Deputy Commissioner Rob Cary, our Commissioner Stephen
2 Brich is ill and could not come this evening. We have a
3 great person here. Rob Cary's been with VDOT a very very
4 long time. He's going to begin to discuss the work that
5 we're doing that's in the Six-Year Improvement Plan for
6 the state, \$21 billion we will be managing for about 3700
7 (Unintelligible) I don't even know if that's on.

8 DEPUTY COMMISSIONER CARY: Thank you. Good
9 evening. I don't know if it's on either. Can you hear
10 me?

11 (The audience responded affirmatively)

12 Okay. Again, good evening. Rob Cary and I
13 want to talk about the development of the Six-Year Plan
14 and what we're here for tonight.

15 The Fiscal Year 2019 through '24 update is the
16 second to implement the biannual schedule adopted by CTB
17 in December of 2016. The Six-Year Plan is the road map
18 for VDOT's construction program and I just want to say
19 very firmly VDOT is laser focused on delivery of those
20 projects as the Secretary would say ahead of schedule and
21 under budget.

22 SECRETARY VALENTINE: I wrote that sentence.

23 DEPUTY COMMISSIONER CARY: In this new draft,

1 projects have been selected for funding in the following
2 program areas: State of Good Repair, which is a program
3 that's funded annually; the Regional Surface
4 Transportation Program, another section of the program
5 that's funded annually; Congestion Mitigation and Air
6 Quality, which is programmed annually; as well as our
7 Highway Safety Improvement Program; Revenue sharing
8 Program, which is programmed in odd fiscal years only; and
9 our Transportation Alternatives Program which is also
10 programmed in odd fiscal years only.

11 The draft Six-Year Plan, as the Secretary
12 mentioned, is \$21 billion, of which about \$900 million is
13 in debt service. That's an increase of 2.4 billion over
14 the fiscal year '18 to '23 Six-Year Plan.

15 Of the 21 billion, 17.8 billion is in highway
16 construction program and 3.2 billion is in the rail and
17 public transportation program.

18 The highway construction program supports
19 3,700 projects state wide. Very remarkable.

20 Delivering this program is truly a partnership
21 between VDOT and our local government partners and
22 regional entities. In Northern Virginia in particular, 68
23 percent of the projects by the number of projects are

1 delivered locally. So our local partners are absolutely
2 critical to doing that.

3 The highway construction program includes \$7.1
4 billion that is provide by others to the Six-Year Plan.
5 Most of this regional funding comes from NVTVA in this
6 region of the state and the HRTAC in Hampton Roads.

7 We have made significant improvements in how
8 we develop the Six-Year Plan in recent years. Most
9 projects are now fully funded, which means they will be
10 delivered. VDOT is committed to delivering these projects
11 ahead of schedule, under budget and with quality.

12 This improves the stability of the program and
13 the efficiency with which these projects can be delivered.

14 The State of Good Repair program continues to
15 be an important program for improving our infrastructure.
16 The program allocates 1.3 billion over the next six years
17 used for deficient bridges and deficient pavements,
18 maintained both by VDOT and by our local government
19 partners.

20 As a reminder for those of you involved in the
21 Smart Scale Process, the portal for Smart Scale Round 3 is
22 open now and is accepting applications. Applications must
23 be started by June 1st of this year. The deadline for

1 submission is August 1st of 2018. Projects selected for
2 funding will be included in the Fiscal Year '20 to '25
3 Six-Year Plan and it's anticipated about \$850 million will
4 be available in Round 3 and that will be split 50-50
5 between the High Priority Program and the District Grant
6 Program.

7 There are many great projects planned across
8 the Commonwealth and with that I'm going to turn it over
9 to Helen Cuervo, I'm sorry, to Jennifer Mitchell first,
10 then Helen will talk about the District projects.

11 DIRECTOR MITCHELL: Sure. I think my voice
12 projects so hopefully you all can hear me as well.

13 As Rob noted, we do have 3.2 billion in our
14 Six-Year Plan for transit and rail state wide and that
15 includes just in the Fiscal Year '19 alone 595 million.
16 Of that, in the Northern Virginia District, that includes
17 134 million for transit and another 28 million for rail
18 just in this fiscal year.

19 We have a number of grantees up here that we
20 work with across -- a number that we work with across the
21 state, but here in the District a few of the larger ones
22 that we have are the Alexandria Transit Company or DASH,
23 Arlington County's ART system, Loudoun County Transit, the

1 Dulles Area Transportation Association, Fairfax County and
2 the Fairfax Connector, the Metropolitan Washington Counsel
3 of Governments, Northern Virginia Transportation
4 Commission or NVTC, Potomac and Rappahannock
5 Transportation Commission who runs the Omni Ride and Omni
6 Link service, Tysons Partnership, Incorporated, Virginia
7 Railway Express, Virginia Regional Transit and WMATA, who
8 operates Metro.

9 Those are just a few of the grantees. It's
10 certainly not an entire list of everybody.

11 Just a few of the highlights though from this
12 year's program, we're funding 27 replacement buses for
13 Alexandria, Arlington and Loudoun County to maintain the
14 State of Good Repair. Ten replacement fare boxes for
15 PRTC. It's going to help them become compliant with their
16 regional Smart Trip Fare System.

17 About 65 bus shelters for Arlington Transit
18 and Fairfax Connector, which will help with those systems
19 and their passenger experience. Funding to assist Fairfax
20 County with completing the parking structures at the
21 Dulles Metrorail Silver Line Phase 2 in Herndon and
22 Innovation Center.

23 Funding for Arlington County to help with the

1 construction of bus parking and circulation improvements
2 at the Ballston Metrorail Station. And then also funding
3 for DASH and VTC and PRTC for a variety of other projects
4 as well.

5 VRE is one of our major grantees here in
6 Northern Virginia and actually I think in our Six-Year
7 Plan when we add everything up we have over \$400 million
8 worth of improvements going to VRE right now for both
9 transit and rail funding. A few of those include we
10 provided about 18 million a year to VRE for track lease
11 payments. This is what provides VRE with the ability to
12 run slots on CSX and Norfolk Southern.

13 We've also got funding in the Six-Year Plan,
14 about 5 million, for construction improvements at Union
15 Station and then also funding for the Brooke Leland
16 platform extensions and then also some work associated
17 with the Potomac Shore Station as well.

18 Secretary Valentine mentioned WMATA earlier.
19 We provide over \$200 million a year for Metro just through
20 capital and operating support. That includes about 154
21 million this year for capital and operating funding. We
22 provided another 50 million in federal matching funds to
23 Metro and then another 17 million in our Six-Year program

1 for power system upgrades. So this year alone that's
2 about 222 million. That's before the additional funding
3 that Secretary Valentine referred to which will be
4 effective for next year from the new legislation.

5 On our rail program, we actually have a very
6 active rail program, we have about I believe 220 million
7 in our state wide program this year. We have operating
8 funding for six regional Amtrak routes which we actually
9 in Virginia have four of the nation's most highly
10 profitable Amtrak routes originate from here in Virginia.
11 Our ridership in Amtrak has increased by 70 percent over
12 the last ten years. So every significant increase in
13 passenger rail and it's been a very, for us, a very
14 tremendous success. It takes 517 million passenger miles
15 off of Virginia's highways every year.

16 We also have a large rail program which also
17 includes some highway components called the Atlantic
18 Gateway Project and this includes 14 miles of third track
19 and also fourth track in Northern Virginia. That includes
20 rail or it's going to be entrance or the access points to
21 what's referred to as the Long Bridge. That's an
22 incredibly important project for us. It's the bridge that
23 connects Arlington to DC. Every single passenger train

1 and VRE train in Virginia goes over this bridge and right
 2 now the bridge is at 98 percent capacity. So we are
 3 working right now with the District Department of
 4 Transportation, who is leading the environmental impact
 5 statement on this project. We're working very closely
 6 with VRE as well and the Federal Railroad Administration.
 7 I'd say for us in our rail program, this bridge is the
 8 highest priority that we have state wide and I know
 9 Secretary Valentine knows I talk about it all over the
 10 state wherever I go because even though we may be in
 11 another district, it's important for me to let other
 12 people know across the state that their rail service that
 13 originates in Roanoke or Norfolk or New Port News or
 14 Richmond, everything goes over the Long Bridge. So it's

15 SECRETARY VALENTINE: And there's only two
 16 tracks.

17 DIRECTOR MITCHELL: It's only two tracks and
 18 it needs to be expanded to four.

19 SECRETARY VALENTINE: Yes and that's a huge
 20 priority for us.

21 DIRECTOR MITCHELL: It is a huge priority for
 22 us, yes, absolutely. Our rail program in general, state
 23 wide, freight and passenger rail generates \$73 billion in

1 economic benefit to the state. That's about six percent
2 of the states GDP through our rail system. So incredibly
3 important to us.

4 Just one note as well about the legislation
5 that Secretary Valentine referred to earlier, I know many
6 people refer to it as a WMATA funding bill, it actually
7 was a transit funding bill and had a number of
8 implications for our statewide transit program in addition
9 to the funding that's being provided for Metro. It
10 includes a number of reforms that we'll be implementing in
11 our transit program over the next year or so. One of
12 those is to implement a new prioritization process for our
13 statewide transit capital plan. We're working right now
14 with an advisory committee, I see Kate Mattice in the room
15 who is a member of that committee, and we will be putting
16 in place a new prioritization program that rates State of
17 Good Repair projects as well as Enhancement and Major
18 Expansion projects on different criteria. That will be
19 going into place in the next year's capital plan.

20 In addition to that, there's a new requirement
21 for agencies, our larger urban agencies, which includes
22 about 20 agencies across the state, to know provide
23 strategic plans on a five year basis. And then also we

1 will be implementing next year a change where 100 percent
2 of our operating funds are going to be allocated based on
3 new performance matrix.

4 So those are a number of the reforms that
5 we'll see going into place over the next year. It has
6 some very significant implications for our transit program
7 and what we look for to being able to communicate about
8 the benefits of that afterwards. So with that.

9 SECRETARY VALENTINE: Is that all?

10 DIRECTOR MITCHELL: That's it, yes.

11 SECRETARY VALENTINE: So with that, Mary
12 Haynes, who is the CTB member.

13 Is there anything that you would like to say?

14 MS. HAYNES: No, just to thank everybody for
15 coming out tonight. It's always hard to get here on a
16 weeknight, so I appreciate that you all did better than I
17 did about getting here tonight on time.

18 You know, and Jennifer just described the
19 major changes that we're going to be looking at relative
20 to how we fund transit and rail moving forward and that's
21 something that Gary and I will be spending a lot of time
22 on. Those discussions all happen at CTB meetings. Our
23 meetings are live streamed if you want to follow that

1 process. We meet almost every month. And in the end we
2 will be the ones actually making the decision and setting
3 those matrix in place in the same way that we did in Smart
4 Scale several years ago.

5 So I just want to -- so, you know, our role is
6 sort of to be the citizen voices, the knowledgeable
7 citizen voices as we review the policy proposals that come
8 both from VDOT and from DRPT and from the Administration.

9 So that's our job and we will take it
10 seriously. You're welcome to reach out to us if you have
11 comments or suggestions in between the spring meeting and
12 the fall meeting.

13 SECRETARY VALENTINE: Mr. Garczynski, who is
14 the vice chair of the CTB Board.

15 DIRECTOR MITCHELL: Most senior member.

16 MR. GARCZYNSKI: Thank you, Madam Secretary.

17 SECRETARY VALENTINE: Yes.

18 MR. GARCZYNSKI: I'll be very brief, but I
19 just want everyone to understand that our job is when,
20 were and why we're going to spend the money that the
21 legislature bequeaths us.

22 We don't invent ways to produce revenue.
23 Gotten a lot of emails about you should have done this for

1 revenue or that for revenue, that's General Assembly's
2 job. As the Secretary said, this year we had the
3 transportation funding go through. It wasn't quite what
4 we wanted here in Northern Virginia in terms of being fair
5 to NVRTA, but that decision is with your elected officials.
6 I just want to make that clear.

7 SECRETARY VALENTINE: Thank you.

8 You all are so fortunate because you do have
9 remarkable CTB representation and Scott Kaprowicz is in a
10 meeting and may be joining us a little bit later. So
11 thank you.

12 So Helen, do you want to?

13 MS. CUERVO: Just a few words.

14 SECRETARY VALENTINE: Okay.

15 MS. CUERVO: Welcome to the Northern Virginia
16 District. I appreciate you coming out tonight to tell us
17 what's on your mind if you are signed up to speak so that
18 we know what you're interested in.

19 If you've gone through the hallways you've
20 seen the projects that are being proposed. We have seven
21 new projects that are related to safety. We're at \$10
22 million.

23 Much of what we do is partnerships. So

1 revenue sharing is a great partnership with locality,
2 where they put in half and they put in half and we do
3 great projects together. There are 24 new projects being
4 proposed as well as adding money to ten existing projects.
5 So that's a great move forward for us in this region.

6 State of Good Repair, we are working on
7 paving, nine paving projects. So that's great. We know
8 we have a lot of work to do on our secondary system. We
9 need to keep pouring money towards paving to get us up to
10 snuff. We are very appreciative of the executive level
11 pushing a lot of funds our way over the past several years
12 in the 120 - 130 million dollars where a long time ago was
13 maybe 41. So we've been using that money, trying to bring
14 our secondary and primary interstates up to speed so that
15 people can keep up with the speed, so we appreciate that.

16 There is a Transportation Alternative Program.
17 There are 21 candidate projects. I don't think that's
18 finalized yet. So we certainly want to hear from you on
19 what your thoughts on that are, and certainly the
20 localities working with us selecting their RSTP and C MAC
21 projects. The 21 projects that are RSTP and 20 projects
22 for the C Mac. So those are out in the hallway.

23 One thing that we want to make sure we covered

1 today is there was legislation passed that any new project
2 over \$25 million we need to hold a public hearing on and
3 so I'm official noting that we are making - having a
4 public hearing on the following four projects, Devlin
5 Road, widening 2 to 4 lanes from Linton Hall to
6 Wellington; University Boulevard extension from
7 Brockprogress Court to Devlin Road; and I95 auxiliary
8 lanes south bound between Route 123 and Route 294, all
9 three of those are in Prince William County and one new
10 project in Loudoun County that's over 25 million is
11 Belmont Ridge widening from two to four lanes from Truro
12 Parish to (Unintelligible) Lane.

13 And with that I'll turn it to the Secretary.

14 SECRETARY VALENTINE: So Paul, is there
15 anything that you would like to add from NVTC?

16 MR. SMEDBERG: I would say that like to say
17 thank you for having us and we really value the
18 partnership that we have obviously with the Commonwealth
19 and with DRPT and the people in your office. It's
20 obviously very important to us.

21 For those of you who don't know, the Northern
22 Virginia Transportation Commission is a transit
23 organization and it is made up of representatives from

1 Arlington, Alexandria, Falls Church, City of Fairfax,
2 Fairfax County and Loudoun County. We also have
3 representation from the General Assembly with state
4 delegates and state senators and we look forward to the
5 challenges, but yet the real opportunities we have here --

6 SECRETARY VALENTINE: Yes.

7 MR. SMEDBERG: -- moving forward and it is a
8 very exciting time.

9 SECRETARY VALENTINE: There you go.

10 Monica Backman?

11 MS. BACKMAN: I'm Monica Backman. I'm the
12 executive director of the Northern Virginia Transportation
13 Authority. Thank you for having us here this evening and
14 thank you, Madam Secretary. I'm sitting in for our
15 chairman Mark Nohe, but we do look alike.

16 I do want to note that the Northern Virginia
17 Transportation Authority, we essentially do long range and
18 short range planning, prioritization, and project funding
19 of regionally significant transportation projects.

20 To-date we've had three funding programs
21 totally 79 million - 79 projects at \$990 million. We are
22 actually in the public comment period for our first Six-
23 Year Program and we have a little stand out foyer, we are

1 currently vetting 60 projects that totally \$2.5 billion.
2 We anticipate about \$1.2 billion, so of course the
3 Authority will have some hard decisions to make, but I do
4 want to note we a great partnership with VDOT and the
5 Commonwealth. Many of the 79 projects that the Authority
6 has adopted, VDOT is actually doing the implementation on,
7 Ms. Cuervo and her team, so we have a wonderful
8 partnership and we look forward to that continuing.

9 So thank you.

10 SECRETARY VALENTINE: Yes, no, thank you.

11 We worked very closely with NVTC and NVT
12 throughout this process.

13 So with that, we will move into our public
14 comment period. Everyone has three minutes to speak. We
15 do not respond immediately to what you are saying, which
16 I'll just be very candid, it's so hard for me to listen to
17 you and not want to respond, but we will be taking notes.
18 So it's really your opportunity to share your thoughts
19 about the draft Six-Year Improvement Plan as well as any
20 other recommendations that you may have.

21 Mayor Vance, you have signed up first.

22 Now, I have not done this. So can they see?
23 There you go, you can't miss it.

1 MAYOR VANCE: Madam Secretary.

2 SECRETARY VALENTINE: Hello, welcome.

3 MAYOR VANCE: Thank you for having me tonight.
4 I've been before this board a number of times. Our
5 original Town of Hillsboro Traffic Calming and Congestion
6 Mitigation Project started about 15 years ago. It was on
7 a Six-Year Plan for merely a decade. I am very happy to
8 see that we have two transportation alternative projects
9 that are under consideration this year. We were fortunate
10 we wanted another transportation alternative project last
11 year, so we have the multi modal trails that are
12 connecting to our larger road projects. We did apply
13 through Smart Scale last year and unfortunately didn't
14 make the cut.

15 Hillsboro is a rural community in far
16 northwest Loudoun County, but we do have 17000 vehicle
17 trips a day of commuters coming into Northern Virginia.
18 So we think we have a congestion issue, we have a safety
19 issue and we think we have a great plan to fix it and I'm
20 happy to say there's 100 percent plans for a project that
21 we had delivered. We put in our applications with the
22 county, Loudoun County, for a land use permit, and VDOT.
23 So this is a project that will begin later this fall. The

1 town took over the administration and management of the
2 project in 2016. We've shaved several million dollars off
3 the cost of the project. We have aggregated nearly half
4 of the \$22 million for the project already, so we will be
5 beginning this project in the fall.

6 We have applied through NVTa for the remainder
7 of the funding. We feel like we're on the bubble of the
8 60 projects and we feel confident that we've got some
9 qualitative measures that are going to bring us through.

10 Some of those qualitative measures are an
11 enormous cost savings of building this entire project as
12 one. We estimate at least a 30 percent cost increase if
13 this project is not built as one project, not counting the
14 inflation and not counting the disruption to the economy
15 in the area. We are at the center of a robust wine, grape
16 growing region, 15 wineries within five minutes of
17 Hillsboro.

18 So we are very hopeful that we can package all
19 of these together. We've done, I believe, an
20 extraordinary job of leveraging funds from other areas in
21 addition to combining three other infrastructure projects.

22 So with that, we're very hopeful and, you
23 know, with any luck I won't have to come back to this

1 board again.

2 SECRETARY VALENTINE: There you go. Except to
3 say thank you, though, right?

4 MAYOR VANCE: Everyone's invited to our
5 ceremonial ground breaking, July 1st we're doing it. So
6 thank you.

7 SECRETARY VALENTINE: Thank you very much.

8 Delegate Delaney, I don't see you signed up.
9 Would you like to say anything while you're here?

10 DELEGATE DELANEY: I'll take less than three
11 minutes, but I'll come up any way.

12 SECRETARY VALENTINE: Welcome. How are you?

13 DELEGATE DELANEY: Thank you. I'm well. I'm
14 happy to be here listening to the presentations tonight
15 and to hear from folks that are here to ask questions or
16 have anything that they might want to say about the
17 issues. I'm all ears and my staff is also here, always
18 available.

19 Just to kind of reflect a moment on what you
20 said about how important it was that we secure that Metro
21 funding. So I do sit on the transportation committee in
22 Virginia House of Delegates and was also, you know, part
23 of the whole process and am really pleased to see that we

1 have secured funding for Metro. Having dedicated funding
2 for Metro is so essential for the project, it's so
3 essential for our local economy, we do need to continue
4 the conversation about having a more equitable funding
5 stream. I supported the Governor's amendments, some of
6 which did not make it through.

7 So I feel that it's, you know, kind of a two
8 sided coin where we're in a great position to have funding
9 for Metro, which is so essential but it's not the end of
10 the conversation and we need to continue to work on
11 keeping things moving, to have the right funding stream,
12 to have that funding continue.

13 So thank you. But again, my office is open.
14 I'm all ears. I'm here for you. So thank you.

15 SECRETARY VALENTINE: Thank you for working
16 with us.

17 Katie Cristol, Chairman of the Board of
18 Supervisors of Arlington. Would you care to say anything?

19 MS. CRISTOL: Thank you (Unintelligible)

20 SECRETARY VALENTINE: No, thank you.

21 MS. CRISTOL: I'm wearing two hats. So
22 whatever the preference of the board is, I'm here first to
23 speak on behalf of the Virginia Railway Express operations

1 board, on which I serve as vice-chair. So I might begin
2 with those comments as well.

3 SECRETARY VALENTINE: Okay.

4 MS. CRISTOL: Good evening Secretary
5 Valentine, members of the Commonwealth Transportation
6 Board. Thank you for this opportunity to share comments
7 on behalf of the Virginia Railway Express.

8 As you know, the VRE is Virginia's only
9 commuter rail system. We reach as far west as Manassas
10 and as far south as Spotsylvania County, running parallel
11 two corridors of statewide significance, I95, 395 and I66.

12 Daily we average about 20,000 trips and
13 according to your rider surveys nearly every one of those
14 trips would otherwise be taken in a car on those corridors
15 of statewide significance during the busiest period of the
16 week days.

17 One study in fact suggests our service equates
18 to about one additional lane on 395, I95 and I66 during
19 peak periods. In short the capacity provided by the
20 Virginia Railway Express is critical to these corridors
21 and to deliver this service we rely on the support of the
22 Commonwealth. I'm here chiefly to say thank you to the
23 Commonwealth and the members of the CTB, to Secretary

1 Valentine, Deputy Secretary Donahue, Jennifer Mitchell and
2 her staff at DOPT as well as VDOT.

3 I want to give just one example of projects
4 and what they mean for our riders. Recently the state was
5 a major sponsor of a project at the Lorton Station where
6 we doubled the length of the platform. That allowed all
7 cars on longer trains to service that platform. It may
8 not seem like an especially noteworthy improvement, but it
9 increases the convenience for our riders, it allows them
10 to spread out along the platform and use every door on the
11 train, which decreases queuing and that means we're
12 shortening the time that the train sits idle on the
13 platform. It improves on time performance, it improves
14 fluidity of the entire rail network and it helps Amtrak
15 and the freight trains as well.

16 We have several projects like this moving
17 forward. All of which are supported by the Commonwealth
18 of Virginia funding.

19 With regard to the draft fiscal Six-Year Plan
20 includes two grants for track access payments to our host
21 railroad, CSX and Northfork Southern. We do not own our
22 own tracks, so access to the track is of course critical
23 to keep those commuter trains running and the funding from

1 the Commonwealth in short is critical to ensure that the
2 VRE can pay these fees.

3 The draft also includes an allocation that we
4 will use to match federal funds for projects at Union
5 Station, Washington, DC. Projects that are part of
6 ongoing State of Good Repair for repair and maintenance of
7 signals, platforms and passenger facilities.

8 In conclusion, VRE's core values focus on
9 providing safe, efficient and reliable service, not just
10 for the benefit of our riders, but for the benefit of the
11 entire region and everyone on those corridors of statewide
12 significance and we certainly couldn't do it without the
13 Commonwealth as our partner. So we thank you for your
14 continued support.

15 SECRETARY VALENTINE: Thank you very much.
16 Down to the wire, you did it.

17 Are there any other elected officials or
18 representatives who would like to speak?

19 (No response)

20 Okay. With that, I have Julie --

21 A VOICE: I think she's at the stand.

22 SECRETARY VALENTINE: Oh, oh.

23 MS. CRISTOL: I'd also like to make a couple

1 of comments --

2 SECRETARY VALENTINE: There you go.

3 MS. CRISTOL: I know our public commentators
4 always get concerned about people cheating the system, so
5 I appreciate everyone's forbearance, but I would be remiss
6 if I didn't have the opportunity to similarly say thanks
7 and make a couple of suggestions on behalf of Arlington
8 County, which similarly great appreciates the support of
9 all present, particularly when it comes to the recent
10 achievements alluded to by others of developing a
11 dedicated funding source for WMATA, although this did
12 involve painful cuts to other programs it was nevertheless
13 a watershed moment with regard to the Commonwealth's long
14 time investment in Metro.

15 So with many cuts to NVRTA, as well as cuts to
16 our local programs, we can expect a robust Smart Scale
17 season and Smart Scale has been growing, although we do
18 hope to score well in the next submission rounds.

19 We want to highlight and thank as well the
20 revenue sharing awards and support for that program
21 including the policy updates that helped move smaller
22 projects that were very important to us.

23 Just wanted to share a brief word of

1 perspective about our corner of the Commonwealth.
2 Arlington County really does in many ways function like a
3 major central city, walking, biking, transit. They are
4 not luxuries for us, they are the core of our
5 transportation network.

6 More than half of all of our trips in our
7 urban corridors are made by transit, walking or biking and
8 fewer than half are in cars.

9 Interestingly enough, pedestrians and cyclist
10 counts at some of our busiest sidewalks and trails are
11 actually higher than car counts on many of our roads.
12 It's why we're so focused and why so many of the projects
13 that we bring forward are all about moving more people and
14 we know that multi modal planning is the only effective
15 way for us to do it in Arlington County and we know
16 increasingly in the region.

17 We appreciate and we recognize that not every
18 community in Virginia functions the same way that
19 Arlington does and we appreciate and we recognize the
20 Commonwealth's ongoing support in helping us move more
21 people. You are partners in that goal.

22 Because we rely so much on multi modal travel
23 options, continuation of the funding mechanisms for multi

1 modal improvements are so important and remain our top
2 priority. So a couple of requests and comments for your
3 consideration.

4 With regard to transit operating, we do remain
5 concerned that the performance based funding scheme will
6 not provide the predictability to fund the planned
7 improvements in the County's adopted transit development
8 plan.

9 We are also concerned and our main concern
10 as we know you are as well about the transit fiscal cliff.
11 If that is not addressed next year, capital for the
12 critical projects like in our specific case our much
13 needed bus maintenance facility, will be at risk.

14 And finally our main suggestion with regard to
15 Smart Scale is that the dashboard and application
16 materials continue to be updated to flexibly account for
17 those non traditional projects, including the challenges
18 of project delivery in a major urban area.

19 Thank you again for your partnership and for
20 the opportunity to offer a couple of comments on behalf of
21 my County this evening.

22 SECRETARY VALENTINE: Thank you again.

23 MS. CRISTOL: Thank you.

1 SECRETARY VALENTINE: Okay. I'm going to call
2 two names so that we can line up and it might go a little
3 bit faster and I have Julie and Ike Broaddus and forgive
4 me if I didn't pronounce it correctly.

5 MRS. BROADDUS: No, that was good.

6 Hi, I'm Julie Broaddus and I'm speaking to you
7 today or expressing my concerns about VDOT's plans to
8 close the left-turn onto Vint Hill Road in Fauquier
9 County.

10 I'm a board member of Citizens for Fauquier
11 County, a former Scott District representative to the
12 Fauquier County Architectural Review Board, on which I
13 completed a study of Route 29, so I'm intimately familiar
14 with hill and curve and turn on Route 29.

15 But today I'm speaking to you as a founder of
16 Old Bust Head Brewing Company. In our four years we've
17 grown to 50 employees. We are on the old Vint Hill Army
18 Base and we're really proud of our role in helping to
19 start a thriving community on this old base. It's a mixed
20 use community and it's really important you understand
21 this community is in its infancy.

22 Part of my job at Old Bust Head is to convince
23 people from the east to come to DC, from DC to make the

1 trip out to our brewery and making this trip harder by
2 requiring these drivers to go even farther west before
3 looping back and back tracking to get down Vint Hill Road
4 will keep customers away.

5 Bypasses don't cut off access to small towns
6 but they have a documented history of killing them in the
7 same way making access more difficult to Vint Hill will
8 kill the community there that is in its infancy as I said.

9 So, a way to turn left at Vint Hill Road prior
10 to Vint Hill Road, through either a spur or a left-turn at
11 Vint Hill Road should be a part of any plan to fix that
12 intersection. That's me speaking as a business owner. As
13 a resident, I live on the north side of 29 and I work on
14 the south side. So VDOT has plans to close off three
15 intersections and those are all my ways home. So I will
16 not have a way of getting home without going east in order
17 to go west if they go forward with the full plan.

18 Lastly, you'll hear a lot from the community
19 about safety concerns and VDOT has said well there's
20 studies that this is safe. But, we haven't seen the
21 studies and so I went to -- it's a Michigan U-turn, so I
22 went to the Michigan Department of Transportation website
23 and the problem that we have at this intersection is that

1 crashes there are not serious enough to get us funding to
2 do the real solution that everybody wants and I'm going to
3 have to go (Unintelligible), so I just wanted to read two
4 things from this website.

5 Number 1, Michigan U-turns actually cause
6 slight increases in two types of crashes, non left turn
7 rear end crashes increase by approximately 25 percent and
8 fixed object crashes increase by approximately 20 percent.
9 Also they state, when they describe how do they determine
10 where to build the Michigan left, they say, 'Michigan
11 lefts are most often used in urban situations where
12 congestion and crashes are more common. They are not used
13 on freeways or limited access roads of any kind. U-turns
14 and other movements through freeway medians are strongly
15 discouraged.'

16 VDOT is trying to make this a limited access
17 road and that is not an appropriate place for a Michigan
18 U-turn. Thank you.

19 SECRETARY VALENTINE: Thank you.

20 Okay. Up next would be Natalie Erdossy.

21 MR. BROADDUS: Good evening, Secretary
22 Valentine and members of the CTB. Thank you very much for
23 the opportunity to express our views.

1 In 2007 Governor Kaine appointed me to the
2 Vint Hill Economic Development Authority with a mission of
3 creating jobs and tax revenues for the County by
4 attracting private development. It was basic economic
5 development.

6 Over the course of five years we completed
7 enough of that mission where I felt comfortable that I
8 could return to the private sector and open a brewery with
9 my wife.

10 After a few months, we finally were compelled
11 to come back to Vint Hill and end up buying 20 acres at
12 the core of Vint Hill, redeveloping these old dilapidated
13 empty Army builds and creating this community Julie just
14 spoke about.

15 During my time both on the Economic
16 Development Authority and in the time as a developer after
17 that time, I served on every citizen task force or state
18 task force looking at the Route 29 corridor issues.

19 In 2007, Buckland Bypass was recommended by
20 the stakeholders to the east and it was roundly rejected
21 by Fauquier County at that time. 2009, the Parsons Group
22 was hired by this body to do a corridor wide study. It
23 was inconclusive with respect to how to handle New

1 Baltimore and Buckland.

2 In 2010 a subcommittee was formed to go look
3 at those areas specifically, and they came back and CTB
4 approved a resolution mandating that the counties who had
5 not been able to get together at this point, partly
6 because one is in the Northern Virginia District and one
7 is the Culpeper District, partly because the counties see
8 night and day in terms of development issues, but they
9 mandated that the counties form a task force together with
10 members of the CTB and of VDOT and come up with a
11 consensus plan.

12 I would say in the four task force groups that
13 I've worked on, we have tried to come up with a consensus
14 plan, but we have never successfully gotten Prince William
15 and Fauquier County representatives in the same room. We
16 have never -- VDOT has never accomplished the mandate that
17 the CTB gave it six years ago and that was to form that
18 committee and to get a consensus.

19 VDOT in the task force groups I've been a part
20 of, every citizen task force, every stakeholder task
21 force, has said unequivocally do not close the left-hand
22 turns that access areas south of Route 29. It's critical
23 for economic development, it's critical for residential

1 movement and access. VDOT has persisted in coming back
2 with cutting off the Route 29 left-hand turns in every
3 proposal without regard to the impact on the local economy
4 or the residents.

5 So we would urge you to stop the presses, go
6 back to getting a consensus built and let's find a good
7 plan. Thank you.

8 SECRETARY VALENTINE: Thank you very much.

9 Natalie and the next I understand that Vice
10 Mary David Snyder is here.

11 Would you care to speak next, Vice Mayor?

12 VICE MAYOR SNYDER: Sure.

13 SECRETARY VALENTINE: Okay, Natalie.

14 MS. ERDOSSY: Hi. My name is Natalie Erdossy.
15 I'm a Brookside resident in Fauquier County off of Vint
16 Hill Road. I'm active in our HOA and the surrounding
17 community and I'm here to ask that the CTB get involved
18 with VDOT's proposal to close those left-hand turns on
19 Route 29.

20 I've spoken with quite a few residents about
21 this issue and not a single resident I've spoken with, not
22 a single business owner is in support of this plan.

23 The county actually just passed a resolution

1 asking VDOT to stop and listen to the many residents and
2 business owners who voiced objections over and over to
3 this proposal.

4 I have with me a letter from the Fauquier
5 County School Board Superintendent Dr. David Jeck stating
6 his opposition and the school board's opposition to the
7 plan for the safety of students of have to ride school
8 buses and young drivers crossing 29 to get to the high
9 school.

10 I also have a copy of the Fauquier County
11 Board of Supervisors resolution in opposition and I would
12 just like to point out that Mr. Cary stated earlier that
13 partnership with the local counties is critical to
14 success.

15 I also have a petition signed by 2600
16 concerned citizens in opposition to this plan and a copy
17 of the CTB addendum that I spoke about regarding the VDOT
18 Route 29 project proposal and specifically partnering with
19 the county government. I also have a summary of how
20 VDOT's efforts thus forth has not adhered to that
21 addendum. I would like to give you a copy of that.

22 SECRETARY VALENTINE: Okay, that would be just
23 fine. You can leave it right there and we'll pick up it.

1 MS. ERDOSSY: All right.

2 SECRETARY VALENTINE: Thank you very much.

3 Vice Mayor Snyder, how are you? You and I
4 have shared a stage a couple of times.

5 VICE MAYOR SNYDER: Well, good evening. I
6 want to thank this team of statewide leaders for tackling
7 the Metro issue. We know we have some fine tuning to do
8 and we'll be working with you to do that, but I want to
9 thank you for doing that.

10 I also want to thank you from the stand point
11 of the City of Falls Church, supporting us on some of our
12 major intersection work. We have another one coming down
13 the line that's very close to 66/495/7, the bike path and
14 etcetera, etcetera and we're working with NVTA on that
15 particular project.

16 But I guess the one thing I want to leave with
17 you is the job is never done, but I want to thank you for
18 being credible about stabilizing the shift that you've
19 shown on transit. We know that we've got the fiscal cliff
20 coming up. You have my commitment as the president of
21 Virginia Transit Association to continue to work with you
22 to solve that and as I said I think we have a little bit
23 more work to do to deal with the lack of funding at NVTA

1 and we're committed to working with you to do that.

2 So I just want to thank you. I think this new
3 along with folks like Nick Donahue [sic] are really the
4 best statewide leadership in transportation I've ever
5 seen. So thank you for your work and thank you for
6 holding this hearing and listening to so many other folks
7 and we're committed to working with you from a regional
8 standpoint, a state standpoint, a local standpoint and a
9 national standpoint. So thank you again.

10 SECRETARY VALENTINE: Well, thank you very
11 much.

12 Brian Cohn and behind Brian Virginia Jackson.

13 MR. COHN: I'm going to try to - I'm Brian
14 Cohn. Thank you for giving us the opportunity to speak,
15 Secretary and members of the board.

16 How do I encapsulate 300 years in three
17 minutes? I'm also here to talk to you about Loves Road,
18 that would be Route 29 to some people. That road was
19 first paved in Buckland by the Love family and if you have
20 heard about the Buckland historic district, it was one of
21 the first subdivisions in Prince William, it's the first
22 paved road using macadam asphalt and we have uncovered it
23 and we have the history of transportation in Virginia

1 right there in our little town of Buckland.

2 We've opened up the Buckland Love Museum.
3 We'd love for you all to come out and learn about our
4 little spot in Virginia's transportation history. I think
5 you'll find it very interesting.

6 But I am on the board of the Buckland
7 Preservation Society for about the last ten years. We've
8 put a lot of property in easements as you know. All of
9 the improvements that VDOT is talking about are in the
10 Buckland Battlefield and the Buckland Historic District
11 and we would ask that you - if there is an ask from all of
12 us today from this we call it 29 Now because it's the
13 section northeast of Warrenton, 29 Now, from Warrenton to
14 Buckland. We would ask that you help us by amending your
15 Six-Year Plan and sending a message to VDOT to use the
16 \$2.5 million they received from the State Highway
17 Improvement Safety Program to -- the federal program,
18 sorry, the Federal Highway Safety Improvement Program, use
19 the funds that are awarded, instead of engineering one
20 intersection for closure, which we don't think is ever
21 going to happen, there's four or five thousand homes and
22 about 3 million square feet of commercial developed and
23 approved already in Fauquier County and as you know

1 Fauquier County likes to concentrate it's growth and
2 closing access to this growth area is not going to help
3 Fauquier realize its comprehensive plan and stabilizing
4 its economic development goal. This is where the Old Bust
5 Head Brewery is, this is where the FAA Tricon is. This is
6 where Virginia has located one of the first -- well the
7 Poor Veterans Care Center, which is breaking ground this
8 year. And access to was areas to the south is critical
9 and we hope that you can help us sleep at night by
10 stopping this proposal now and helping us come up with a
11 consensus plan.

12 We just spent three years fighting the State
13 Corporation Commission trying to put a power line through
14 200 and some acres of conservation easements and historic
15 easements and it wasn't supported by the power company.
16 It was supported by the State Corporation Commission.

17 So many people, if you'll indulge me for
18 another moment, had to sell their homes at a loss. So
19 many people testified about the power lines ruining their
20 lives, ruining their property values. I've never seen
21 more people cry at a public hearing. And I believe that
22 at some point when you come out there and listen to
23 everybody you're going to hear as many people crying,

1 because our safety is at stake. There are a lot of
2 accidents. You come out there, when you come -- I invite
3 you all to come out to the Buckland Love Museum and learn
4 about your transportation history right here, that you
5 guys have done so much in preserving and help us. We
6 really need resolution as soon as possible. Thank you.

7 SECRETARY VALENTINE: Thank you very much.

8 MR. COHN: 29 Now would be great. Thank you
9 for your time.

10 SECRETARY VALENTINE: Thank you.

11 Okay. We have Virginia Jackson and then
12 Charles McAndrew will be next.

13 MS. JACKSON: Hello. Thank you for your
14 important work here. I am also from the Brookside - Vint
15 Hill area. What I heard earlier tonight is your primary
16 concerns are safety and economic when you're discussing
17 changes.

18 I'm not going to speak to the economic because
19 others have already done that so awesomely. I am going to
20 speak to the safety issues because of the proposals that
21 I've heard, I didn't hear anything address the visibility
22 aspect of the proposed changes.

23 So the visibility from south or west coming

1 towards DC, that's not going to be changed at all. And
2 I'm here to speak to a very personal impact that I had
3 recently when Brookside Parkway and Kennedy Road was
4 changed the right of way went from one direction to the
5 cross direction.

6 Within a day or two of that opening, we were,
7 my husband and I, were immediately contacting VDOT to let
8 you know that long time residents, and I'm talking
9 Fauquier County, we have people who have been there for
10 decades if not generations. These people do not come -
11 most of the long term residents do not come to change as
12 quickly as some others do and people were ignoring the
13 stop signs.

14 My husband and I contacted you all immediately
15 before there were any accidents. Then we witnessed
16 numerous accidents. We called you all again. And then
17 looked -- and I was very, very careful going through that
18 intersection, looking towards Vint Hill Road.

19 As I'm driving to my gym Prospect Vint Hill,
20 which is right near Old Bust Head, love Old Bust Head, as
21 I'm watching the side that we normally saw people running
22 the stop sign, and elderly woman came from the opposite
23 direct, totaled my car. Had I had any passenger in my

1 passenger seat, that person would have been dead because
2 my passenger seat was less than half the normal width.

3 What I'm asking -- that is on the road that
4 she claimed she was only going 25 miles an hour. And now
5 we're having a proposal on Route 29 where we have people
6 coming 55 or more, maybe even, you know, 70, and we're
7 going to take away left turn lanes, we're going to take
8 away -- we're going to ask these residents to go across
9 two lanes of traffic and then make a U-turn? It's not
10 safe.

11 SECRETARY VALENTINE: Well, thank you very
12 much and I hope you're okay.

13 MS. JACKSON: I'm okay. My car was totaled.

14 SECRETARY VALENTINE: After the meeting you
15 can tell me.

16 Charles, you're next and then up would be Tom
17 Daly.

18 MR. MCANDREW: Good evening, ma'am.

19 SECRETARY VALENTINE: Good evening, welcome.

20 MR. MCANDREW: Secretary and distinguished
21 members of the board, my name is Charles McAndrew. I'm a
22 board member of Fairfax County Tax Payer Alliance. I just
23 have two or three issues to mention.

1 The first one is I appreciate the fact that
2 you have the \$154 million that you've got sustainable
3 funds for Metro, but when you take this, when the General
4 Assembly takes \$100 million from transportation projects
5 that are very much needed, I think that becomes an
6 unsustainable problem and something that must be
7 addressed.

8 I can't really do much about it in my
9 capacity, but you all carry a lot of clout and I think you
10 all should go to your General Assembly members, especially
11 the ones that have to do with transportation, and get
12 those folks, you know, to reconsider funding, the
13 necessary funding that's needed in Northern Virginia.

14 Needless to say, I'm sure all of you are well
15 aware that this is the worst transportation nightmare in
16 the country. When I worked for the Department of Navy I
17 traveled all over the United States. People would say are
18 you going through Los Angeles. That didn't bother me at
19 all. People ask why. I'd say I'm from Fairfax County.
20 So, you know, this is a traffic nightmare. It's
21 everywhere.

22 The other thing I want to mention to you is
23 when plans were made to do the tolling inside of the

1 Beltway, inside of I66, plans to widen part of the
2 eastbound lane to alleviate traffic, I don't believe
3 that's been done, but that was the agreement that was
4 made at the time and while we do have tolling, some of it
5 is very expensive, for some people it can run \$40 in the
6 morning. We need to do something about adding that extra
7 lane.

8 The last thing I want to mention to you is I
9 retired from the federal government and I live in Fairfax
10 County and I find getting around on the weekend is an
11 absolute nightmare. I find transportation bottlenecks all
12 through Fairfax County. But here's one right in my
13 neighborhood. I live in Franklin Farm which is the
14 subdivision with several roads to the west, Fairfax County
15 Parkway in the center and West Ox Road on the east. Most
16 of you have probably heard of these roads, and coming in
17 Franklin Farm Road from Centreville Road around about five
18 o'clock at night is a total nightmare. So I don't have to
19 go very far to find the transportation [sic] and you all
20 really need to focus on improving roads and highways for
21 Fairfax County.

22 I thank you for listening to me.

23 SECRETARY VALENTINE: Thank you very much.

1 And I hope you don't leave before this is over.

2 MR. MCANDREW: No, I'm not leaving.

3 SECRETARY VALENTINE: Because I did want to
4 clarify just a couple of things.

5 So Mr. Daly and then Mark Scheufler. I'm
6 sorry, did I say it properly?

7 MR. SCHEUFLER: Scheufler.

8 SECRETARY VALENTINE: Scheufler. Welcome.

9 Mr. Daly.

10 MR. DALY: Thank you. Good evening, Secretary
11 Valentine and members of the board. I thank you for being
12 here to hear us.

13 My name is Tom Daly and I'm the chairman of
14 the board and president of Vint Hill Manor Homeowners
15 Association and by definition, Vint Hill Manor.

16 My purpose here tonight is to request the
17 reconsideration as you've already heard a couple of times
18 of the VDOT proposals for three intersections along a
19 three mile stretch of Route 29 between New Baltimore and
20 Prince William County line. This is a busy four lane
21 divided highway that services an estimated 40,000 vehicles
22 a day.

23 Of particular concern is the proposal that

1 pertains to, as you've heard before, the intersection of
2 Route 29 and Vint Hill Road which is 215. This request is
3 in line with and supports a recent action by the Fauquier
4 County Board of Supervisors to delay any action for a year
5 at least to provide ample time for VDOT to develop
6 alternatives to their current proposals.

7 There have been multiple meetings since last
8 September regarding these proposals where residents and
9 business owners have expressed concern about the perceived
10 negative impact of the current proposal. Critics assert
11 the current proposals would have the opposite affect of
12 the intent of VDOT, which is improved traffic safety and
13 flow.

14 The arguments are that the current proposals
15 favor commuter and other through traffic at the expense of
16 local drivers and businesses. It is also believed that
17 the recommended changes, that include the U-turns you
18 heard about tonight, would make Route 29 more dangerous,
19 especially for inexperienced and elderly drivers - did I
20 mention it's a 55 and over community where I am - as well
21 as for the operators of some emergency vehicles, school
22 buses and large trucks.

23 Vint Hill business owners worry that the

1 current proposal for the intersection would result in its
2 elimination and - the proposal would result in the
3 elimination which would significantly inconvenience their
4 customers and discourage potential additional
5 entrepreneurs in the area.

6 As has been noted in the past, I believe even
7 by VDOT, the commonly agreed to real problem with the
8 aforementioned intersection is the line of vision problem
9 caused by dips, the road undulates. The northbound lanes
10 of Route 29 approaching Vint Hill, the inability of
11 drivers to see that the light has turned red and traffic
12 in front of them is stopping or has already stopped
13 contributes to the high number of rear end collisions.

14 Additional suggestions, so we would like to
15 see the dips taken care of. That would seem to be the
16 common sense approach to getting rid of the problem.
17 Additional insights included turn lane for Vint Hill going
18 north and extending the southbound turn lane to make the
19 left onto Vint Hill Road.

20 I didn't get this all finished, but in case
21 you weren't able to take notes I've provided written
22 copies earlier.

23 SECRETARY VALENTINE: You can leave them right

1 there and we will get them.

2 MR DALY: I already submitted them.

3 SECRETARY VALENTINE: Oh, you did. Oh, I'm
4 sorry. Thank you.

5 MR. DALY: Thank you.

6 SECRETARY VALENTINE: We appreciate it. Thank
7 you very much.

8 Mark. How are you? Welcome.

9 MR. SCHEUFLER: Good. Mark Scheufler from
10 Prince William County.

11 I just wanted to bring your attention, you
12 know, I looked at -- I experienced a lot of traffic in
13 Northern Virginia and I just wanted to bring your
14 attention the location of 95 and the 123 interchange at
15 the Prince William-Fairfax County border.

16 (Unintelligible) did a congestion study and
17 they found this to be the biggest bottleneck in the entire
18 Washington region by almost two times more congested than
19 the American Legion Bridge and I'm just concerned that it
20 seems like everything else on 95 has something going on.
21 I was surprised to see there's an auxiliary lane now going
22 in, but you know that's not going to be good enough to
23 solve this problem and I just - I understand there are

1 issues with the toll agreement with TransUrban, but there
2 needs to be something done here. This will be the biggest
3 bottleneck in the nation in the next three years, once
4 (Unintelligible) solve their issue and they have
5 (Unintelligible - mic feedback)

6 There needs to be more done here, more public
7 discussion. You know, this is -- the reason why this is
8 so bad is on the weekends it's eight hours of congestion
9 because the HOT lanes are in the other direction. I'm
10 just concerned that, you know, this has been overlooked
11 while other projects, while this is the biggest congestion
12 point in the whole state, probably the whole country, and
13 you know there hasn't been any presumed studies, just add
14 an auxiliary lane that's going in. I just -- I just wish
15 that there's more dialog and finding a solution that works
16 for TransUrban and for Virginia and for all the commuters,
17 even the weekend people. Something just needs to be done
18 and it's just not the northbound direction, I mean the
19 southbound direction. Northbound is the eighth worst
20 congestion point in the northbound direction, but there's
21 no project on that and it should be an auxiliary lane
22 going that way too, it's just I just don't understand why
23 nothing is being done there, you know, I know that there's

1 potentially \$200 million sitting out there with the
2 Express Lane agreement now in Fredericksburg that could
3 potentially resolve this issue, but I just hope that, you
4 know, this is almost a national issue, the 95. This is
5 probably one of the biggest (Unintelligible - mic
6 feedback) and I just hope that something is done. I hope
7 that more than just an auxiliary lane is done because
8 really this isn't actually going to solve anything because
9 the real issue is where Route 1 and 123 combine in Fairfax
10 County, not in Prince William where this auxiliary lane is
11 going. I hope the auxiliary lanes is not a shoulder lane,
12 it's actually a real lane with a shoulders and not what is
13 going on on the Beltway right now that's causing more
14 congestion.

15 So I hope you address this issue sooner rather
16 than later because it's a major impact to the whole
17 Northern Virginia.

18 SECRETARY VALENTINE: Thank you. Thank you
19 very much for being here.

20 Let's see. David Birtwistle and after David
21 Hadi Rakin.

22 MR. BIRTWISTLE: Good evening. David
23 Birtwistle with the Northern Virginia Transportation

1 Alliance.

2 Recognizing this to be an off year in the Six-
3 Year Plan cycle, I will focus my comments on a broader
4 scale. For two decades or more the alliance has commented
5 that the Six-Year Improvement Plan as a product lacks
6 context in terms of why and how the overall plan improves
7 regional mobility and is confusing to the public as to
8 exactly what they are asked to provide and put on and
9 react to.

10 The Alliance believes it would be helpful to
11 know which projects the VDOT regional professionals would
12 initiate to have the greatest impact on unlocking our
13 highly congested regional grid. After all these
14 professionals are ultimately responsible for the operation
15 and maintenance of the network.

16 There are several projects that the Alliance
17 would like to reiterate our support and commend the
18 Commonwealth for moving forward on. These include long
19 standing Alliance priorities, Transform I66 inside and
20 outside the beltway, I95 and 395 Express Lane extensions,
21 and the Atlantic Gateway improvements.

22 With regard to the utilization of Transform
23 I66 inside the beltway toll revenues, we believe these

1 funds should be restricted to the Loudoun County Park and
2 Ride spaces, Fairfax Connector buses, PRTC Gainesville to
3 Pentagon service.

4 All other proposed investments move too few
5 people and the funds for those projects would be put to
6 better use being set aside for future projects of greater
7 regional significance.

8 The greatest concerns of the Alliance is that
9 recently enacted General Assembly legislation that calls
10 heavily on scarce Northern Virginia regional dollars to
11 fund Metro, seriously diminishes the ability of the future
12 Six-Year Improvement Plan to improve Northern Virginia
13 mobility.

14 To be clear, most Northern Virginia
15 legislators voted to minimize the use of regional funds
16 for Metro. Unfortunately absent future vision, the votes
17 of just a few area legislators will mean that tens of
18 thousand of Northern Virginians, particularly Loudoun,
19 Prince William and outer Fairfax residents who already
20 endure the nation's longest commutes, will spend even more
21 time away from their families and if that isn't a taxing
22 experience, we don't know what is.

23 Pretending that using the Authority's scarce

1 regional dollars for Metro is a step forward and does not
2 have seriously adverse consequences on regional mobility
3 is like pretending that shifting funding for school
4 teachers salaries or science and technology courses to
5 building maintenance will have no adverse impact on the
6 quality of education.

7 The notion that diverting 100 million of area
8 dollars to Metro still leaves plenty of funds to address
9 other regional transportation needs is simply ludicrous.

10 Thank you.

11 SECRETARY VALENTINE: Thank you, Mr.
12 Birtwistle.

13 Is Hadir Rakin here?

14 (No response)

15 No? Jeff Parns.

16 MR. PARNS: Thank you.

17 Good evening. My name is Jeff Parns. I live
18 in Fairfax County. I'm chair of multiple Fairfax related
19 transportation commissions, but I speak as an individual.

20 First, thank you for coming tonight,
21 Secretary, members of the transportation Commonwealth
22 Board.

23 I am a long time friend and neighbor of Chuck

1 McAndrew. Because of the issue he pointed out earlier
2 tonight at Franklin Farm and Fairfax County Parkway I
3 delayed in getting here. So I don't know whether or not
4 these items that you have out front of in danger of being
5 -- of funds being removed. I highlighted three of them
6 that I think need to go forward, widening Route 28 from
7 four to six lanes in Fairfax County, I think is 0028,
8 that's Route 28, okay; 286, Popes Head Road interchange
9 with the Fairfax County Parkway; and the last one is the
10 Braddock Road S curve on Route 620. I speak in favor of
11 all three of them.

12 I also have some other comments though. If
13 that safety improvement on Braddock Road, that old S curve
14 that dates from the colonial times, is improved you will
15 have traffic going further east to the intersection of Old
16 Lee Road and Braddock. Old Lee is a western approach to
17 the Westfield Office Park. Large government agencies,
18 which I am not supposed to give you the acronyms of, and
19 lots of government and supportive contractors work there.

20 People try to make a left going, coming back a
21 right. If you make the S curve safer, that interchange
22 will fail. It fails now and it will fail multiplicity in
23 the future. You need to think of having a left-hand turn

1 and a light.

2 The next item is, and I don't know if you have
3 any control of this, every time I read the paper about I66
4 tolling they talk about violation fees for people that
5 don't have Smart tags. It's a convenience fee. You
6 charge them a convenience fee, don't call it a violation.
7 Why do we chastize our own members of the public. The fee
8 is the same whether it's violation fee or a convenience
9 fee. I would much rather be charged for a convenience
10 fee, okay. Just my point.

11 The last item, and I'm speaking as a resident
12 of a county not in the question [sic] When I moved here in
13 1980 my cats were at Gilberts Corner. So I had to drive
14 from Fairfax to Gilberts Corner to pick up my cats. Route
15 50 was widened all the way to a point in western Fairfax,
16 there was nothing there. The population of Loudoun is
17 four times what it was in 1980 and Route 50 hasn't
18 improved a bit in that time period going out to little
19 Gilberts Corner. That's a travesty.

20 Thank you.

21 SECRETARY VALENTINE: Thank you, Mr. Parns.

22 Rob Whitfield. Hello, Mr. Whitfield, how are
23 you.

1 MR. WHITFIELD: Secretary Valentine, members
2 of the CTB, I too was delayed in getting here. I had to
3 get from Rockville and it took an hour and a half. It
4 could have been worse if there were accidents, but every
5 day thousands and thousands of people have extreme periods
6 of delay and so my jumping off point tonight is the most
7 recent American community survey on mobility reported and
8 I don't know if this is just Fairfax County or it's all of
9 Northern Virginia.

10 It's 81.5 percent people commute by car, truck
11 or van, of which 71.2 percent are in cars alone. 10.3
12 percent car pool and only 9.1 percent use public
13 transportation. I think this is probably a Fairfax County
14 number.

15 And yet, well over 50 percent of our
16 transportation funding is going to transit systems and
17 whereas that may be entirely appropriate for Arlington
18 County and Alexandria and other places inside the beltway,
19 the model for funding outside the beltway has to reflect
20 the reality of the needs of the people who live here.

21 So the whole business of funding of WMATA,
22 some of you may remember two years ago I asked Aubrey
23 Layne to have a public joint federal, state and local task

1 force on alternatives for funding of WMATA. To my
2 knowledge, the public was never invited into any of the
3 proceedings, either at the state level or even I've asked
4 the chairman about that several times.

5 I've also pointed out to the chairman that the
6 people who live in and work on the Dulles Toll Road are
7 paying over \$3 billion towards the six billion cost,
8 capital cost of the Silver Line. A far greater sacrifice
9 than made by anybody anywhere else in the Commonwealth and
10 I don't know how we achieve equity but I'm not giving up
11 until we succeed. So unfortunately the recent decisions
12 on the funding plan are in my mind at best an interim
13 situation.

14 In a meeting last week Jennifer Mitchell spoke
15 at the NVTa meeting at George Mason and included in there
16 I asked her about the strategic plan and I think her slide
17 seemed to say that sometime in the next five years was
18 what I understood from the slide, but the fact of the
19 matter is we have to agree on the strategic plan for WMATA
20 sometime PDQ, ie six months or less, and I don't know
21 who's going to do it, what funds (Unintelligible-mic
22 feedback).

23 What I guess I'm saying is there needs to be

1 public input to the process which is used to come out with
2 what should happen, okay, and by now I'm not convinced
3 that that which is being done is the right solution for
4 Northern Virginia.

5 I'll be glad to follow up in writing. Thank
6 you.

7 SECRETARY VALENTINE Thank you very much.

8 Has anybody else -- these are all the cards
9 that I have. Would anybody else care to speak this
10 evening?

11 (No response)

12 No, okay. Mr. McAndrew, I just wanted to say
13 to you before we close this evening that I failed to say
14 early on that we're breaking ground on that additional
15 eastbound lane inside 66, so I believe that is coming up
16 this spring. So we were very close to launching that
17 project and outside 66 we have already begun some of the
18 preliminary construction work on that.

19 So thank you for raising that issue because as
20 soon as you did I knew that Deputy Donahue would say that
21 I failed to go ahead and mention that.

22 On the prioritization process, Director
23 Mitchell, when do the -- do you want to mention anything

1 about the plans, the strategic plans for the localities,
2 for the transit agencies?

3 DIRECTOR MITCHELL: So the strategic planning
4 requirements for the agencies, for statewide agencies, are
5 within -- it's a five year requirement but they're going
6 to be adopted on a rolling basis.

7 The WMATA plan is one though that is going to
8 be sooner. Mr. Whitfield, we can talk off line about the
9 timing for that. It needs to be adopted within the next
10 three years for WMATA.

11 So in terms of the timing for when that will
12 be, when they'll begin that, I think that's something that
13 we need to work on with NVTC and with WMATA.

14 SECRETARY VALENTINE: So the five years were
15 for transit agencies as we're developing a new
16 prioritization plan, very much line Smart Scale for
17 transit. WMATA is going to have annual reports on
18 financial information, ridership safety on an annual basis
19 through NVTC to the Governor and the General Assembly and
20 we will be working on a strategic plan with WMATA as well.

21 And so with that I will just -- I believe
22 that's it and I just thank you all very much for coming
23 and our doors are always open and we welcome your thoughts

1 and suggestions as we continue the process. So have a
2 good evening.

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10 (Whereupon, at approximately 7:15 o'clock,
p.m., the proceedings were concluded.)

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CERTIFICATE OF NOTARY PUBLIC

I, JUDY F. HENDERSON, the Verbatim Reporter before whom the foregoing comments were made, do hereby certify that the comments were taken by me stenographically and thereafter reduced to typewriting; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.

JUDY F. HENDERSON
Verbatim Reporter