

1
2
3 NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
4 PUBLIC HEARING ON THE CANDIDATE PROJECTS FOR THE
5 FY2017 PROGRAM
6

7 Thursday June 9, 2016

8 7:09 p.m.
9

10 Northern Virginia Transportation Authority
11 3040 Williams Dr., Ste. 200
12 Fairfax, VA 22031
13
14
15

16 Reported by: Nate Riveness
17 Capital Reporting Company
18
19
20
21
22

Page 2	Page 4
<p>1 APPEARANCES</p> <p>2 CHAIRMAN MARTIN NOHE</p> <p>3 MONICA BACKMON, EXECUTIVE DIRECTOR</p> <p>4 JENNIFER MITCHELL, VDRPT</p> <p>5 HELEN CUERVO, VDOT</p> <p>6 JEANETTE RISHELL, CITY OF MANASSAS PARK</p> <p>7 KAREN OLIVER, CITY OF FALLS CHURCH</p> <p>8 ALLISON SILBERBERG, CITY OF ALEXANDRIA</p> <p>9 JAY FISETTE, ARLINGTON COUNTY</p> <p>10 SHARON BULOVA, FAIRFAX COUNTY</p> <p>11 PHYLLIS RANDALL, LOUDOUN CITY</p> <p>12 HARRY PARRISH, CITY OF MANASSAS</p> <p>13 SCOTT SILVERTHORNE, CITY OF FAIRFAX</p> <p>14 RANDY MINCHEW, HOUSE OF DELEGATES</p> <p>15 SANDRA BUSHUE, GOVERNOR'S APPOINTEE</p> <p>16 CAMELA SPEER, CLERK</p> <p>17</p> <p>18 PUBLIC SPEAKERS:</p> <p>19</p> <p>20 CHAIRMAN MARTIN NOHE</p> <p>DEPUTY SECRETARY NICK DONOHUE</p> <p>21 ANTHONY MINO</p> <p>STATE SENATOR JENNIFER WEXTON</p> <p>22</p>	<p>1 CONTENTS</p> <p>2 PAGE</p> <p>3 CHAIRMAN MARTIN NOHE 5</p> <p>DEPUTY SECRETARY NICK DONOHUE 28</p> <p>4 ANTHONY MINO 35</p> <p>STATE SENATOR JENNIFER WEXTON 40</p> <p>5 SUPERVISOR KIRSTEN UMSTATTD 43</p> <p>SUPERVISOR RON MEYER 45</p> <p>6 MAYOR LISA MERKEL 48</p> <p>MAYOR DAVE BUTLER 51</p> <p>7 VICE-MAYOR KELLY BURK 54</p> <p>EVAN MACBETH 56</p> <p>8 SEAN DYKEMAN 58</p> <p>JERRY KING 60</p> <p>9 EDYTHE FRANKEL KELLEHER 64</p> <p>BRIAN FAULS 67</p> <p>10 RON CAMPBELL 70</p> <p>KEVIN MCNULTY 73</p> <p>11 JASON UFLAND 75</p> <p>CRAIG S. LANE 77</p> <p>12 GWEN PANGLE 78</p> <p>SUPERVISOR KEN REID 80</p> <p>13 BOB CHASE 83</p> <p>STEWART SCHWARTZ 87</p> <p>14 KEVIN WRIGHT 91</p> <p>SONYA BREEHEY 93</p> <p>15 KELSEY CRANE 96</p> <p>COUNCILMAN PRESTON BANKS 99</p> <p>16 HOWARD ALBERS 101</p> <p>ROBERT MANDLE 104</p> <p>17 ROBERT WHITFIELD 107</p> <p>MATTHEW KAHN 110</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p>
Page 3	Page 5
<p>1 APPEARANCES</p> <p>2 (Continued)</p> <p>3</p> <p>4 SUPERVISOR KIRSTEN UMSTATTD</p> <p>SUPERVISOR RON MEYER</p> <p>5 MAYOR LISA MERKEL</p> <p>MAYOR DAVE BUTLER</p> <p>6 VICE-MAYOR KELLY BURK</p> <p>EVAN MACBETH</p> <p>7 SEAN DYKEMAN</p> <p>JERRY KING</p> <p>8 EDYTHE FRANKEL KELLEHER</p> <p>BRIAN FAULS</p> <p>9 RON CAMPBELL</p> <p>KEVIN MCNULTY</p> <p>10 JASON UFLAND</p> <p>CRAIG S. LANE</p> <p>11 GWEN PANGLE</p> <p>SUPERVISOR KEN REID</p> <p>12 BOB CHASE</p> <p>STEWART SCHWARTZ</p> <p>13 KEVIN WRIGHT</p> <p>SONYA BREEHEY</p> <p>14 KELSEY CRANE</p> <p>COUNCILMEMBER PRESTON BANKS</p> <p>15 HOWARD ALBERS</p> <p>ROBERT MANDLE</p> <p>16 ROBERT WHITFIELD</p> <p>MATTHEW KAHN</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p>	<p>1 PROCEEDINGS</p> <p>2 CHAIR NOHE: Thank you, ladies and</p> <p>3 gentlemen, for joining us this evening. Good</p> <p>4 evening to everybody here. Thank you for coming</p> <p>5 tonight to the public hearing in town hall for the</p> <p>6 Northern Virginia Transportation Authority. Those</p> <p>7 of you I haven't had a chance to meet in the past,</p> <p>8 my name is Marty Nohe. I'm a member of the Prince</p> <p>9 William Board of County Supervisors, as well as</p> <p>10 being chairman of the NVTa.</p> <p>11 Those of you know me or attend a lot of</p> <p>12 events will know that I think this night is a</p> <p>13 really, really big deal. As you can tell by the</p> <p>14 fact that not only am I wearing a necktie, which</p> <p>15 is a pretty big deal in the first place, I'm</p> <p>16 actually wearing pants that match my jacket</p> <p>17 because I don't have any denim jackets to go with</p> <p>18 the pants. So, but I really appreciate the</p> <p>19 opportunity to share (inaudible) pretty casual</p> <p>20 guy. But tonight's really important. So, yeah,</p> <p>21 please to be here tonight.</p> <p>22 We are here to hear from you all, have</p>

Page 6	Page 8
<p>1 our formal public hearing. I'll share that our 2 public comment period's been open for a few weeks 3 now and will be open for another week or so past 4 this. But tonight is the night that we do sort of 5 that traditional, very formalized three minutes 6 each presentation. We'll talk a little bit more 7 about that.</p> <p>8 First I just want to take some time to 9 share with you a presentation that I've taken 10 around the region in the past and shown to some of 11 our jurisdictions to kind of frame for you some of 12 the work we're doing here at the Authority, 13 particularly in the context of this FY17 one year 14 plan. The only thing I'll acknowledge is please 15 forgive me in advance. I talk really fast and I 16 like to say it's because I'm so excited about 17 regional transportation planning, but I can't 18 maintain myself.</p> <p>19 So again, we're here tonight to talk 20 about the FY17 plan for the NVTa. And I'll you a 21 little bit of what the Authority is. The Northern 22 Virginia Transportation Authority is the body that</p>	<p>1 the four major counties, four counties of the 2 region, Fairfax, Prince William, Loudoun, and 3 Arlington Counties, as well as the cities of 4 Alexandria, Manassas, Manassas Park, Fairfax, and 5 Falls Church, as well as our five large towns, 6 Herndon, Vienna, Purcellville, Leesburg, and 7 Dumfries, and then also our transit agencies, the 8 Department of Rail and Public Transit, Virginia 9 Railway Express, Metro, the Northern Virginia 10 Transportation Commission, the Rappahannock Rapid 11 Transportation Commission.</p> <p>12 So it's really important to understand 13 the decisions we make are not made on behalf of 14 our jurisdictions that we represent at home. 15 They're really the decisions we make on behalf of 16 the entire region and all of the two million plus 17 people that live here in what we've classed we 18 think of as Northern Virginia.</p> <p>19 So we at the NVTa like to consider 20 ourselves the preeminent transportation planning, 21 coordinating, and funding body in Northern 22 Virginia and that comes with a heavy</p>
Page 7	Page 9
<p>1 was created back in 2002 by the general assembly 2 to do a couple of things, the two most notable of 3 which are serve as the regional planning body for 4 transportation for our Northern Virginia region, 5 to make decisions about what our transportation 6 priorities are that transcend just the local 7 comprehensive plans for each individual 8 jurisdiction.</p> <p>9 The second thing we were created to do 10 was to be the, the funding source, the, the body 11 that allocates funds for transportation that are 12 dedicated exclusively to Northern Virginia. Now 13 again, we were created for that purpose back in 14 2002, but we didn't actually have those regional 15 funds to allocate in a meaningful way until about 16 a little over three years, 2013. So we had a long 17 time. We had, we had 11 years where we could 18 practice working regionally before we had to make 19 the kind of decisions we're making over the next 20 month.</p> <p>21 But we really are the body that, that 22 represents the entire region. We're made up of</p>	<p>1 responsibility because we're a diverse region. 2 You know, they're days when I like to think of 3 Northern Virginia as just sort of one big city 4 that happens to be elected, served by 14 different 5 elected bodies. On other days it feels like we 6 are 14 very distinct places with different needs 7 and different concerns in each of our, in each of 8 our subcommunities of the region.</p> <p>9 But everything we do is designed to be 10 built around the concept of working in 11 collaboration. Most of the decisions we make, not 12 all of them, are made unanimously. It is the hard 13 work of figuring out what's best for the region 14 hopefully gets done before the final vote is 15 taken.</p> <p>16 Again, tonight what we're talking about 17 is how do we spend the money that, that Northern 18 Virginia has to allocate for our transportation 19 needs. And obviously this is what gets a lot of 20 the attention for NVTa and it is, it's partially 21 because, well firstly, the problem is huge. A 22 phrase some of you may have heard we use before,</p>

<p style="text-align: right;">Page 10</p> <p>1 but I love to use it, is if you've ever lived in 2 the Pacific North -- anyone here ever lived in 3 Seattle or Tacoma? No one? Well, you've been 4 there. Ron's been there. 5 So I just love to tell the story. I 6 love to tell the story. So this is 20 years ago. 7 About 20 years ago I was on a trip to -- I was in 8 Tacoma, Washington. I was with a group of people 9 and middle afternoon we needed lunch and I wanted 10 to go to like a sandwich shop of some type and I 11 ordered whatever I got for lunch and I remember 12 what it was. And I remember the woman at the 13 counter asking me are you sure that you want rye 14 bread; it's not supposed to rain this afternoon. 15 I have no idea what that means. 16 But what it unveiled for me is that 17 there's this phenomenon that if you travel to the 18 Pacific Northwest and you come back to Northern 19 Virginia; or Kissimmee, Florida; Des Moines, Iowa, 20 wherever you're from, your friends say how was, 21 how was the Pacific Northwest. You say, oh, it's 22 beautiful. We've got Mount Rainer and you got the</p>	<p style="text-align: right;">Page 12</p> <p>1 have in 2020. We then adopted TransAction 2030, 2 TransAction 2040, and that's our current plan. So 3 we have to, we have to focus on those projects 4 that we've already identified as being regional 5 priorities. 6 The second key requirement of everything 7 we do is the projects that we fund have to be 8 rated under a process called HB 599, which is a 9 legislative mandate that says we have to look at 10 each project and how much congestion each project 11 will relieve on a regional basis. 12 Now what's really important to 13 understand is there's no mandate that we fund 14 first and foremost the projects that relieve the 15 most congestion. It's an important consideration, 16 but what the legal mandate says is that first and 17 foremost we look not just to regional congestion 18 relief, but also the cost. A phrase we'll use a 19 lot is congestion relief relative to cost. Which 20 projects not necessarily are the biggest, but 21 which projects give us the biggest bang for the 22 buck 'cause this is your money that we're</p>
<p style="text-align: right;">Page 11</p> <p>1 Space Needle and you got the fish markets. They 2 talk about the weather all the whole time. 3 Well, guess what. People from other 4 parts of the country visit Northern Virginia and 5 then they go home and say, oh, Mount Vernon, and, 6 oh, the nation's capital, and oh, Manassas 7 Battlefield and Princeton (sic), all of these 8 wonderful things going on here. And those people 9 talk about traffic all the time. 10 This is really the thing that dominates 11 our lives here in Northern Virginia. So the work 12 we do is really important. So everything we do 13 has to be built around our regional plan. We call 14 it the TransAction 2040 Plan. The original 15 TransAction plan was called TransAction 2020. 16 I've got a copy of it. There aren't many left. 17 It's about that thick and it was the plan, what 18 our road network was supposed to look like in 19 2020. 20 By the way, that's four year from now. 21 If you have a copy of it, you will discover we are 22 nowhere even close to what we were supposed to</p>	<p style="text-align: right;">Page 13</p> <p>1 spending. 2 And we had 300 million dollars a year 3 roughly to spend. It's really not as much money 4 as it sounds like when you consider that we have 5 literally billions upon billions of dollars worth 6 of needs to fix our transportation network. So we 7 had our regional transportation plans, TransAction 8 2030, TransAction 2040. We'll talk a little more 9 later about the update we're undertaking. 10 The next round of this, this year's 11 current plan, the road plan we're putting 12 together, talking to you all about tonight, will 13 be the last plan that's based on that TransAction 14 2040. Remember the TransAction 2020's about this 15 thick. TransAction 2040 is about this thick. The 16 next round of TransAction, we're going to put 17 years on the end of it 'cause it does roll off the 18 tongue nicely, will probably not be available in 19 print form. It's going to be a much bigger, much 20 more robust plan that we're going to have to put 21 online and hand out on CDs and DVDs. But it 22 really is the backbone of everything that we do.</p>

<p style="text-align: right;">Page 14</p> <p>1 I love this slide because you can't read 2 it from the audience. This is the flow chart of 3 how we make decisions about which projects to 4 fund. And the main point of it is, is that it's a 5 very interactive process with a lot of feedbacks. 6 It's not just the people in this room who make the 7 decisions. Certainly we're the folks who take the 8 vote at the end of the day. 9 There's a multi-month process that 10 involves our transit agencies, our local 11 jurisdictions, the Counsel of Governments in 12 Washington, DC. We have to work with VDOT and the 13 Department of Rail and Public Transit and get 14 feedback at multiple levels about which projects 15 are going to have the most impact for the money 16 within our region. And then we use all of that 17 data collectively to make what we think is the 18 most balanced decision for our entire region. 19 And we've had some success. This year 20 will be the fourth year that we've had funds to 21 allocate. And I love this number. When I get with 22 my friends from VDOT I get to give them a hard</p>	<p style="text-align: right;">Page 16</p> <p>1 UNIDENTIFIED SPEAKER: No, but you did 2 something. 3 CHAIR NOHE: Okay. There we go. Go 4 ahead. So let's talk specifically about the draft 5 '17 program. This, by the way, is a picture of 6 this room a year ago today. Some of you may find 7 yourself in it. Go ahead. So we have 24 projects 8 that are being considered this year, 24 candidate 9 projects that we're suggesting. There's total 10 funding or the total funding requests. If we get 11 all the projects and we decided to fund all of 12 them, the total cost would be 668 million dollars, 13 which is an important number to understand because 14 we only have 267 million dollars in cash available 15 right now. 16 So it would be very difficult no matter 17 what we do to fund all of the 668 million dollars 18 in projects. But even if we were to just fund 19 many of the projects, because we have some very 20 big projects in there, there's a good chance that 21 we'll have to consider -- well, we will definitely 22 have to consider, there is a good chance that we</p>
<p style="text-align: right;">Page 15</p> <p>1 time. This is the last year I get to do it. Over 2 the last three years, not including the things 3 we'll do this month, we've approved 70 new transit 4 and highway projects for the region in three years 5 totalling 535 million dollars. 6 Put that in context. 535 million 7 dollars in three years is more than VDOT has been 8 able to spend on new transportation projects for 9 the entire state in that same period of time, 10 including the projects that we've gotten from the 11 State for Northern Virginia. So we pride 12 ourselves for the fact that we put a lot of money 13 into transportation very quickly here in the 14 region trying to get those projects on the ground 15 that'll help you get home from work faster. 16 Now let me admit with the new six year 17 plan that VDOT and the CTV is working on, they 18 will surpass us this year by a lot probably, and 19 Nick Donohue is nodding his head. But the point 20 is we are investing your money and we're doing our 21 best to invest it as wisely as we possibly can. 22 Did you do that thing again?</p>	<p style="text-align: right;">Page 17</p> <p>1 will have to go to the bond markets and borrow 2 money on behalf of the region in order to fund 3 some of the projects that are being considered 4 this year, which is attractive. 5 You can borrow the money. Interest 6 rates are incredibly low. Northern Virginia has a 7 fantastic bond rating, but remember, every dollar 8 we borrow this year is a dollar that we don't have 9 to spend in future years for further investment. 10 So there's a bit of a balancing act we have to 11 undertake. And that difference between 668 12 million and 267 million will be a real important 13 consideration for us in the coming years. 14 Talk about the process and I showed you 15 that really complicated slide. This is the 16 simpler version of that complicated slide. Each 17 time we consider funding projects, we take, we use 18 a fairly simple equation at the end of the day. 19 We look at these HB 599 scores we talked about, 20 that process that evaluates projects for our 21 congestive relief. We add into that our own 22 internal analysis that looks at a number of</p>

<p style="text-align: right;">Page 18</p> <p>1 qualitative and quantitative factors that help us 2 make decisions that aren't just best in terms of 3 focusing on specific points of congestion, but let 4 us look at it from a regional basis.</p> <p>5 We add into that discussion of the NVT 6 and perhaps more importantly, the discussion that 7 we hear from you, the feedback from the public. 8 All of that ties together to give us a funding 9 plan that we're going to move forward with. The 10 idea is that all of the project, we have a lot of 11 data that goes together. And frankly I could bore 12 you to death with the number of Excel spreadsheets 13 that can be put upon the screen showing you all 14 the different ways we've analyzed projects.</p> <p>15 We spent several months through our 16 committee process looking at all of those 17 spreadsheets trying to determine which projects 18 sort of score the best, perhaps not just in one 19 area, but score the best under a number of 20 different criteria. And like the fund we see here, 21 a large amount of information goes on the top, but 22 a smaller amount of projects ultimately have to</p>	<p style="text-align: right;">Page 20</p> <p>1 call our NVT score, the final score that gets 2 used to evaluate along side that congestion relief 3 relative to cost issue.</p> <p>4 We're coming near the end of our 5 process. You can see we approved our project 6 selection criteria back in November and we 7 received those 24 projects that I mentioned 8 before. We've been going thorough all of the 9 analysis. We're coming to the end. In the next 10 couple days we'll finish up the public comment 11 period. On June, June 9th, today, that's our 12 public hearing. And then presumably on July 14th, 13 Bastille Day, by the way - you can find a lot of 14 us out there - we will presumably be adopting our 15 FY17 program.</p> <p>16 And that's the point where the final 17 decision gets made, but there's still a lot of 18 work left to be done at the end of that process. 19 There we go. This is the project. It's another 20 slide that you cannot read from the audience, but 21 I think copies were available out in the atrium. 22 But if you do, if you aren't able to look at it,</p>
<p style="text-align: right;">Page 19</p> <p>1 come out of the bottom number. And the key thing 2 here is that we look at, like I said, was this 3 eight different criterion (sic) for scoring.</p> <p>4 Forty-five percent of the overall score 5 is based on that congestion relief score. So by 6 far the biggest factor in our consideration is how 7 much congestion does the project relieve. The 8 second largest function is project readiness. How 9 soon can this project be built, which is in a way 10 also a measurement of congestion relief. A 11 project that can go to construction next year 12 relieves more congestion than a project that's 13 still in its planning stages.</p> <p>14 So we give a lot of emphasis to those 15 projects which have already moved down the line a 16 bit and can be brought to bear very quickly. Then 17 we look at issues about how these projects 18 interact with our transit, interact with our 19 transit system, whether there's funding coming 20 from other sources. How can we leverage more 21 funds? Are we connecting different regional 22 centers? All of this data together equals what we</p>	<p style="text-align: right;">Page 21</p> <p>1 if you have a paper copy what you see is that we 2 had projects submitted from most of the 3 jurisdictions that are in the region, as well as 4 projects that have been requested from most of the 5 transit agencies in the region.</p> <p>6 And again, without going into the detail 7 tonight 'cause I think most of you are here today 8 have probably looked at least some portions of 9 this, but this is, this is the list of 24 projects 10 that will presumably have to be honed down to some 11 smaller subcenter project that we can actually 12 afford to fund.</p> <p>13 This is not your last chance to submit 14 comments to us. We certainly want to hear from 15 you tonight at the podium. But you're also 16 welcome to still send us e-mails through June 17th 17 at FY2017 program at thenovaauthority.org. You 18 can mail them to us. You can actually hand 19 deliver them to us too if you'd like. You can 20 even give us a call.</p> <p>21 We've already had a few town hall 22 meetings in Prince William and Arlington counties</p>

<p style="text-align: right;">Page 22</p> <p>1 and we have a few more town hall meetings that 2 we're going to be hosting over the next few weeks 3 as well. So we're also out in the community 4 receiving comments about all of these projects. 5 And again, that'll end on June 17th. On July 1st 6 in this room the Planning and Programing Committee 7 will be meeting. That's a subcommittee of this 8 body that will be looking at these projects and 9 making what will be a recommendation to the 10 Authority that may or may not turn into one of 11 these ultimately to be adopted list of projects. 12 And then on July 14th we'll adopt those 13 projects and the very next day we'll probably 14 start receiving contracts from some of those 15 jurisdictions. We're ready to move forward with 16 the projects we approved for funding. 17 The other last thing, I said I'd mention 18 again, the TransAction update. Not directly 19 relevant to our public hearing tonight, but the 20 updated TransAction is extremely important. The 21 document that we're generating, we're starting to 22 generate now, will guide really all of these</p>	<p style="text-align: right;">Page 24</p> <p>1 website. All throughout -- although Northern 2 Virginia has as a region over the years developed 3 lots of ways for people to complain about traffic 4 and then probably every complaint is sort of put 5 into a binder on the shelf. 6 This is the website where you can go, 7 tell us what you think the biggest problems of 8 transportation are in the region, and that will be 9 reviewed by the people who actually have some 10 money to fix those problems and then will be 11 incorporated into our plan for the future because 12 we understand that it doesn't make much sense to 13 have Northern Virginia politicians deciding what 14 the biggest transportation problems are if we're 15 not basing it on the feedback that we get from 16 people that we represent who are driving in that 17 congestion or commuting or riding a train or 18 riding a bus through that congestion every single 19 day. So please take some time over the next few 20 weeks and months to share with us your thoughts on 21 what we need to be doing, not just now, but really 22 over the next 20 years as well.</p>
<p style="text-align: right;">Page 23</p> <p>1 bigger transportation decisions that we're going 2 to make over the subsequent six years. 3 And what it's going to allow us to do is 4 starting next year, starting with the FY18 5 program, is move from this year by year projects 6 funding process, which can be a bit clunky 7 sometimes, to a six year funding process where 8 we're able to look six years in the future and 9 determine which projects are most important today, 10 which ones will be most important in a few years, 11 and lay out a roadmap for funding those projects 12 so that when we fund the preliminary feasibility 13 study for a project in the first year, we know 14 that in year three the money will be available for 15 the design, subsequently the right-of-way, and in 16 year five or six we'll be able to allocate the 17 money for construction of those projects. 18 And we really need your update. We 19 really need your feedback on this. We have a 20 special website dedicated to this. It's, I think 21 it'll probably be up in a moment. It's, it's 22 nvtatransaction.org and this is a really cool</p>	<p style="text-align: right;">Page 25</p> <p>1 We've got a lot of places you can get 2 involved. The main thing is go to our website, 3 thenovaaauthority.org, and get all of these links 4 to other ways you can contact with us. And do I 5 have anything else? And we go back to the big 6 slide. 7 So thank you all very much. I hope I 8 didn't go too fast. And we look forward to 9 hearing from you tonight. I'm going to go sit 10 back down. I'll be making a couple of quick 11 introductions. I'm going to introduce -- first of 12 all we have with us - - Monica Backmon is our 13 executive director and she's the person who keeps 14 me out of trouble by making sure I don't say 15 things that I shouldn't. And we have a lot of -- 16 I'm not going to bother thanking everybody 'cause 17 it's too long a list. 18 We have a lot of staff who work here, 19 five others who work here at the Northern Virginia 20 Transportation Authority, and probably a dozen 21 folks who work for the various transit agencies 22 and localities throughout the region who were here</p>

<p style="text-align: right;">Page 26</p> <p>1 answering your questions earlier this evening. We 2 want to thank all of them.</p> <p>3 And then as I go back to my seat, I'm 4 just going to ask we start -- we'll just start 5 here with Sandy. I'll just ask we go around the 6 table and have everyone on the Authority introduce 7 themselves so you know who you're talking to 8 tonight.</p> <p>9 MS. BUSHUE: Sandy Bushue, Governor's 10 Appointee.</p> <p>11 MR. MINCHEW: I'm Randy Minchew 12 representing the citizens of Loudoun County and 13 the town of Leesburg in the General Assembly.</p> <p>14 MR. SILVERTHORNE: Scott Silverthorne 15 representing the City of Fairfax.</p> <p>16 MR. PARRISH: Hal Parrish, Mayor of the 17 City of Manassas.</p> <p>18 MS. RANDALL: Phyllis Randall, Chair of 19 the Loudoun County Board of Supervisors.</p> <p>20 MS. BULOVA: Sharon Bulova, Chairman of 21 the Fairfax County Board of Supervisors.</p> <p>22 MR. FISETTE: Jay Fiset, Arlington</p>	<p style="text-align: right;">Page 28</p> <p>1 UNIDENTIFIED SPEAKER: It's a tongue 2 twister.</p> <p>3 CHAIR NOHE: Yes, it is. We have from 4 the town of Leesburg, Mayor David Butler. Also 5 from the town of Leesburg, Vice Mayor Kelly Burk. 6 From the city of Manassas Park we have Councilman 7 Preston Banks. And is there anyone else I missed 8 from the electeds? Speak now or forever hold your 9 peace.</p> <p>10 And then I guess one other introduction, 11 we have with us also tonight the Deputy Secretary 12 of Transportation, Nick Donohue, who obviously 13 oversees a lot of the work with transportation 14 throughout the state. And obviously VDOT and the 15 Commonwealth Transportation Board, the secretary's 16 office are really the most important partners that 17 we have in terms of making sure that cooperatively 18 our region and our state are working together to 19 bring to bear the best projects we can.</p> <p>20 And Nick, did you want to say a few 21 words tonight for us?</p> <p>22 MR. DONOHUE: Good evening, Mr.</p>
<p style="text-align: right;">Page 27</p> <p>1 County.</p> <p>2 MS. SILBERBERG: Allison Silberberg, 3 Mayor of Alexandria.</p> <p>4 MS. OLIVER: Karen Oliver, City of Falls 5 Church.</p> <p>6 MS. RISHELL: Jeanette Rishell, Council 7 Member, Manassas Park.</p> <p>8 MS. CUERVO: Helen Cuervo, the District 9 Administrator for VDOT in Northern Virginia.</p> <p>10 MS. MITCHELL: Jennifer Mitchell, 11 Director of the Virginia Department of Rail and 12 Public Transportation.</p> <p>13 CHAIR NOHE: And a couple other 14 introductions I'll make. We have a few public 15 officials with us this evening, some of whom I 16 know will be speaking, but I'm not sure that all 17 of them are. We have with us tonight Senator 18 Jennifer Wexton. We have from the Loudoun Board 19 of Supervisors, Supervisor Kristen Umstattd and 20 Supervisor Ron Meyer are both here. We have a 21 couple mayors with us. We have from the town of 22 Herndon, Mayor Lisa Merkel.</p>	<p style="text-align: right;">Page 29</p> <p>1 Chairman, members of the Authority. Thank you for 2 the opportunity to be with you here this evening. 3 I really want to echo the Chairman's comments that 4 the Commonwealth really views, you know, this a 5 partnership working with this region both as the 6 Authority, and also with local governments, 7 members of the assembly, and other stakeholders in 8 this region.</p> <p>9 Northern Virginia has some of the most 10 pressing transportation problems and it's going to 11 take teamwork and coordination with all parties 12 involved to really solve some of the issues that 13 we have in Northern Virginia.</p> <p>14 I'm really here tonight because I want 15 to talk to you about the I-66 at Route 28 16 interchange and the Commonwealth desire to partner 17 with the Authority to deliver that interchange as 18 a part of the larger transformed 66 outside the 19 beltway project. That project is a 22 mile 20 improvement to I-66 from 495 out to University 21 Boulevard in the west and Prince William County 22 that will make that road so it has three general</p>

<p style="text-align: right;">Page 30</p> <p>1 purpose lanes, as well as two new express lanes 2 which will be dynamically placed similar to the 95 3 express lanes and the 495 express lanes. 4 But the project's not just about moving 5 cars and that. It's really about moving people. 6 So it also includes 13 new bus routes, 4,000 park 7 and ride lots, and really importantly I think for 8 this region, it also includes about 800 million 9 dollars in funding that will come back to this 10 region for improvements in this corridor from 11 excess toll revenue that can be used to help 12 improve VRE, I-66, and interchanges on the 13 (inaudible) routes along that corridor there. 14 This project I think is probably one of 15 the most regionally significant and statewide 16 significant projects that's currently being 17 developed in the Commonwealth. It's been 18 evaluated under the statewide prioritization 19 process. 20 And it had the highest project benefit 21 score. It was the top scoring project for 22 congestion relief. It was the second highest</p>	<p style="text-align: right;">Page 32</p> <p>1 We have two private teams that are willing to take 2 all of the toll risk. So that toll risk will be 3 shifted away from the public sector and brought to 4 the private sector side. 5 They'll also be responsible for 6 constructing, designing, maintaining, and 7 operating that road. And then the Commonwealth 8 will be responsible for operating the transit 9 service. Or Commonwealth working with its 10 partners in this region will be responsible for 11 operating the transit service that will be a part 12 of this road. And then also handling the 800 13 million dollars in net present value that will 14 come back for other improvements in this corridor. 15 I'm here tonight to ask that we'd like 16 to partner with you. I know you're considering 17 funding the 370 million dollar interchange at I-66 18 and Route 28 and what the Commonwealth would like 19 to do is say partner with us. We will build that 20 interchange as a part of the transformed 66 of the 21 beltway project. We would like to ask for up to 22 300 million dollars from the Authority, not 370.</p>
<p style="text-align: right;">Page 31</p> <p>1 scoring project for reduction in the number of 2 accidents and fatalities. And it was also a top 3 scoring project for improving reliability, as well 4 as moving people in non-single occupancy vehicles. 5 So I know a lot of people have talked 6 about this project and said, you know, this is a 7 project that only helps, you know, one mode of 8 transportation in the region and the simple truth 9 is this project helps you whether you're driving 10 by yourself, carpooling, taking a bus, 11 telecommuting, or simply just need to get around 12 in Northern Virginia. The project's also been 13 scored by a regional 599 rating process and it had 14 the highest rating out of all projects that had 15 been considered. 16 We're currently in the middle of 17 developing and procuring this project through a 18 public/private partnership. As a part of that 19 project we need about, up to 600 million dollars 20 that will help finance a 2.1 billion dollar 21 project and that will be the public investment 22 that will be needed to move this project forward.</p>	<p style="text-align: right;">Page 33</p> <p>1 So that would immediately, you know, have some 2 cost savings for the Authority. 3 But if there's other cost savings by 4 building the interchange along with a broader 5 corridor improvements, we would make sure that 6 your funds were only 50% of the public investment. 7 So right now we think it might take up to 600 8 million. If we find out in September when the 9 private sector brings their bids back to us it 10 only takes 400 million dollars, then we would only 11 ask the Authority for 200 million dollars. 12 Similarly, if, you know, great things 13 happen in September and the private sector comes 14 back and says we can do this for 200 million, all 15 we want is 100 million dollars. And as the 16 Authority what you would be able to do is, one, 17 save money 'cause you wouldn't be paying the full 18 370 million dollars for that interchange project. 19 And then also it would be delivered sooner 'cause 20 it would be delivered as a part of this project 21 that is ready to go. And there are no independent 22 plans ready to go on that interchange.</p>

Page 34	Page 36
<p>1 I really want to express tonight very</p> <p>2 clearly that your support is key for this project.</p> <p>3 The Commonwealth Transportation Board next Tuesday</p> <p>4 will consider allocating up to 300 million dollars</p> <p>5 for this project and we're here again asking you</p> <p>6 for 300 million. The decision is that of the</p> <p>7 Authority's and we really hope that you will act</p> <p>8 in the affirmative and partner with the</p> <p>9 Commonwealth.</p> <p>10 But I want to make sure members of the</p> <p>11 Authority understand that should the Authority</p> <p>12 choose not to partner with the Commonwealth,</p> <p>13 there's a very slim chance that this project will</p> <p>14 move forward because very simply we will not be</p> <p>15 able to come up with the public investment that's</p> <p>16 necessary to partner with the private sector.</p> <p>17 And that will tap Mr. Chairman and I'll</p> <p>18 be happy to answer any questions you might have.</p> <p>19 CHAIR NOHE: Any questions for Mr.</p> <p>20 Donohue? Thank you very much.</p> <p>21 MR. DONOHUE: Thank you.</p> <p>22 CHAIR NOHE: With that I'm now going to</p>	<p>1 the toll discussion about the Battlefield Route 7</p> <p>2 or Battlefield Market Street Interchange in</p> <p>3 Leesburg. I know the plan is, the plan on the</p> <p>4 books is to take that from an F grade intersection</p> <p>5 to a flyover intersection.</p> <p>6 One of the things that we obviously face</p> <p>7 with that intersection, as well as all others, is</p> <p>8 motor vehicle accidents. And I just brought a few</p> <p>9 stats with me. And since 2008 there have been 50</p> <p>10 personal injury accidents at that intersection.</p> <p>11 It's one of the more complex intersections. It's</p> <p>12 one of the more busy intersections. We go there</p> <p>13 all the time.</p> <p>14 From a public safety aspect, making that</p> <p>15 a flyover just makes our job easier from the</p> <p>16 standpoint of people, the public not getting into</p> <p>17 accidents out there or not getting into the same</p> <p>18 type of accidents out there. So a definite public</p> <p>19 safety concern that we've got as far as</p> <p>20 implementing that.</p> <p>21 Another aspect of it that is more</p> <p>22 specific to what I do in my, when I go back to</p>
Page 35	Page 37
<p>1 open up the public hearing tonight and protocol</p> <p>2 usually says that we take our elected officials</p> <p>3 first. And I'm going to deviate that, from that</p> <p>4 slightly. I've seen some public safety officials</p> <p>5 here this evening. Are any of the public safety</p> <p>6 officials here to speak in the public hearing?</p> <p>7 You are? Are you going to be on call tonight?</p> <p>8 MR. MINO: I am and --</p> <p>9 CHAIR NOHE: Do you want to go first, is</p> <p>10 the question.</p> <p>11 MR. MINO: Sure.</p> <p>12 CHAIR NOHE: All right. Come on up. I</p> <p>13 thought someone was missing their comments.</p> <p>14 MR. MINO: I'll just use the best</p> <p>15 policy. Thank you for the opportunity to address</p> <p>16 you this evening. My name is Tony Mino. I'm the</p> <p>17 Chief of the Loudoun County Volunteer Rescue</p> <p>18 Squad, which is based out of Leesburg, Virginia.</p> <p>19 And I wanted to talk to you about a few things.</p> <p>20 Many folks here are probably going to</p> <p>21 talk about congestion relief and things like that,</p> <p>22 but I wanted to kind of bring another aspect to</p>	<p>1 work tonight, when I go back to running rescue</p> <p>2 calls is we travel through that intersection all</p> <p>3 the time. We travel through it as emergency</p> <p>4 responders. We travel through it with lights and</p> <p>5 sirens on.</p> <p>6 One of probably the most, most dangerous</p> <p>7 things I do as a medic is respond to a call with</p> <p>8 lights and sirens on. Once I get there, you know,</p> <p>9 then I'm dealing with patient, patient care. But</p> <p>10 getting to a scene, traveling down the road,</p> <p>11 lights and sirens on, it's unpredictable. What</p> <p>12 the public is doing, what public, what other</p> <p>13 drivers are doing just makes it not the safest</p> <p>14 thing in the world. Right?</p> <p>15 Going to an intersection is even worse.</p> <p>16 I dread going through that intersection. Probably</p> <p>17 between midnight and 4 in the morning there's very</p> <p>18 few cars, if any, out there. That's fine. Any</p> <p>19 other time we're going through there, though,</p> <p>20 there are cars all over the place. It's multiple</p> <p>21 lanes with multiple turning lanes.</p> <p>22 So me in an emergency vehicle trying to</p>

<p style="text-align: right;">Page 38</p> <p>1 negotiate through that is just something that I 2 would definitely see as an improvement to our 3 safety as responders when we're dealing with our, 4 with our calls.</p> <p>5 On the other end of the spectrum, I'm in 6 Leesburg. We've got two hospitals that we deal 7 with primarily. One in downtown Leesburg. One's 8 in Lansdowne. So responding to a call is one 9 thing, but then we've also got to respond back 10 with patients to either bring them to Leesburg or 11 to Lansdowne.</p> <p>12 So again, we're traveling through there. 13 It's not, it's typically not the same thing. 14 We're not lights and sirens going to a hospital, 15 but we are traveling, transiting there with 16 patients. Getting to a hospital in a timely 17 fashion is always important whether it's a true 18 emergency or just the fact that someone needs to 19 get to the emergency room. Sitting in traffic and 20 having to deal with more traffic than necessary 21 just delays that.</p> <p>22 So kind of twofold flavor of what I</p>	<p style="text-align: right;">Page 40</p> <p>1 person will be given three minutes. The light 2 comes on when you begin, when your time begins. 3 Yellow comes on at 30 seconds. When there's 30 4 seconds left, a yellow light will come on. At 5 three minutes you'll hear the buzz, and at that 6 point we ask you to sort of wrap up where you are 7 at that point.</p> <p>8 That said, our next speaker will be 9 Senator Jennifer Wexton, and after that will be 10 Supervisor Kristen Umstattd.</p> <p>11 SEN. WEXTON: Thank you, Mr. Chairman, 12 members of the Authority. My name is Jennifer 13 Wexton. I represent the 33rd District in the State 14 Senate. My district runs from the town of Herndon 15 -- my district runs from -- is the mic on? From 16 the town of Herndon --</p> <p>17 UNIDENTIFIED SPEAKER: Can we stop while 18 we're trying to figure the mic out? Is it on?</p> <p>19 SEN. WEXTON: It's on. From the town of 20 -- can you hear me now? Okay. I'm going to lean 21 in really close and speak up. Runs from the town 22 of Herndon in the east to the town of Leesburg in</p>
<p style="text-align: right;">Page 39</p> <p>1 wanted to bring to your attention is just the fact 2 that we go to the intersection all the time for 3 accidents. Like I said, 50 personal injury 4 accidents since '08. I think we've had three this 5 year in that area. And that includes the Cardinal 6 Park area as well, which I know is included in the 7 plan. As well as, you know, more specifically 8 (buzzer) being more safe in what we do day in and 9 day out. Thank you.</p> <p>10 CHAIR NOHE: I should have probably 11 given proper instructions. But Chief, you know, 12 did a great job. He's been to some meetings. He 13 knows how the timer works. For those of you who 14 don't share, what I'm going to do, is I'm going to 15 call up individuals sort of two at a time. I'll 16 call up a speaker and at the same time identify 17 who's next. If you're the next speaker, if you're 18 on the on-deck circle, feel free to stand over 19 here and wait.</p> <p>20 We do have about 25 folks signed up 21 tonight so we want to make sure that we give 22 everyone their fair time. When you speak, every</p>	<p style="text-align: right;">Page 41</p> <p>1 the west. And I'm here today to speak in favor of 2 those, of two projects for those towns that are 3 appearing on today's round of projects.</p> <p>4 First is the Route 7 and Battlefield 5 Parkway intersection. I know there are a number 6 of other speakers who are going to address that 7 issue, but this is the only Loudoun County project 8 on the list and that is because it is so, so 9 important to our area.</p> <p>10 Over 80,000 vehicles go through this 11 intersection every day. It is a major commuter 12 route through Leesburg from points west and north 13 to job centers in Dulles, Reston, and further 14 east. It is a major artery for people who are 15 either unwilling or unable to pay the very 16 expensive tolls that we already have for east-west 17 travel in Loudoun County.</p> <p>18 It is not only one of the worst 19 bottlenecks you will see in all of Northern 20 Virginia in the morning and p.m. rush hours, it is 21 also one of the most dangerous intersections in 22 Loudoun County as you have already heard.</p>

Page 42	Page 44
<p>1 If this intersection is not funded, it</p> <p>2 will be the only remaining at-grade signalized</p> <p>3 intersection along Route 7 corridor from Route 28</p> <p>4 all the way to Berryville. And getting those</p> <p>5 above- grade intersections is so important to our</p> <p>6 regional planning to keep moving, traffic moving</p> <p>7 through Loudoun County and through the surrounding</p> <p>8 areas.</p> <p>9 The second project is for the town of</p> <p>10 Herndon. This is to widen and reconstruct a one</p> <p>11 mile stretch of the road been Monroe Street and</p> <p>12 Fairfax County Parkway on Elden Street. This is</p> <p>13 another area where they've experienced a lot of</p> <p>14 different increased development, more cars</p> <p>15 traveling through the area, bailout traffic from</p> <p>16 Fairfax County Parkway, Route 28, Dulles toll</p> <p>17 road. And as a result, traffic volumes have</p> <p>18 increased every year along with accidents. There</p> <p>19 have been about 98 accidents per year, many of</p> <p>20 those involving pedestrians and bicyclists.</p> <p>21 This stretch has also seen a lot of</p> <p>22 frequent roadway flooding since 2010 due to</p>	<p>1 East Market Street is planned to be limited access</p> <p>2 as specified in the Route 7 Corridor Plan.</p> <p>3 I'd like to mention some additional</p> <p>4 points. One is that Battlefield Parkway is a</p> <p>5 multimodal project and the grade-separated</p> <p>6 interchange at Route 7 will include a bike and</p> <p>7 pedestrian trail across Route 7. And that will</p> <p>8 go, that Battlefield pedestrian bike trail will go</p> <p>9 all the way from the north intersection with Route</p> <p>10 15 and the bypass, all the way around town to the</p> <p>11 southern end of Route 15. It will provide a safe</p> <p>12 way for people to get across Route 15.</p> <p>13 Battlefield is used by the Loudoun County</p> <p>14 commuter bus system to access the county's park</p> <p>15 and ride facility on Sycolin Road. This will</p> <p>16 enhance the ability of our commuters to travel</p> <p>17 into the new Metro station at Wiehle Avenue in</p> <p>18 Reston and points east.</p> <p>19 The interchange will also provide more</p> <p>20 efficient access to the Leesburg Executive</p> <p>21 Airport, which according to the Virginia</p> <p>22 Department of Aviation generates between 40</p>
Page 43	Page 45
<p>1 development, and this, these repairs and this</p> <p>2 reconstruction is necessary to correct this unsafe</p> <p>3 and dangerous street condition. It is essential</p> <p>4 to creating a safe and efficient transportation</p> <p>5 network to relieve congestion and the needs of</p> <p>6 this regional growth, and I would ask the</p> <p>7 Authority to please approve both these projects.</p> <p>8 Thank you.</p> <p>9 CHAIR NOHE: Next up is Supervisor</p> <p>10 Kristen Umstattd, who will be followed by</p> <p>11 Supervisor Ron Meyer.</p> <p>12 SUPERVISOR UMSTATTD: Thank you, Mr.</p> <p>13 Chair. Thank you, members of the Authority. It's</p> <p>14 a great pleasure to be back here tonight. I too</p> <p>15 am speaking in favor of funding for the</p> <p>16 interchange at Battlefield Parkway and Route 7.</p> <p>17 As the senator said, 80,000 vehicles per day go</p> <p>18 through this interchange. That is more traffic</p> <p>19 than Route 81 takes though Winchester and we see</p> <p>20 it every day.</p> <p>21 Right now is it operating at a Level of</p> <p>22 Service F. Route 7 between Algonkian Parkway and</p>	<p>1 million dollars and 70 million dollars annually</p> <p>2 for this region. We have the second busiest</p> <p>3 general aviation after Manassas Airport in the</p> <p>4 Commonwealth.</p> <p>5 And finally, the backup currently that</p> <p>6 is caused by not having these interchanges, grade-</p> <p>7 separated interchanges in place, goes all the way</p> <p>8 from Leesburg in the afternoon to Route 28,</p> <p>9 approximately ten miles of western-headed traffic</p> <p>10 that is not able to move. And if we don't get</p> <p>11 this interchange built, fixing the other two at</p> <p>12 Ashburn Village Boulevard and Belmont Ridge Road</p> <p>13 will not result in the kind of congestion</p> <p>14 mitigation we are all looking for.</p> <p>15 So thank you and we're hoping for a</p> <p>16 positive vote at your next meeting.</p> <p>17 CHAIR NOHE: Next is Supervisor Ron</p> <p>18 Meyer, who will be followed by Mayor Lisa Merkel.</p> <p>19 SUPERVISOR MEYER: Chair Nohe, members,</p> <p>20 I too am here for the battle for Battlefield</p> <p>21 Parkway's interchange. It is vital. I don't</p> <p>22 represent any area that's miles close to this. I</p>

<p style="text-align: right;">Page 46</p> <p>1 represent Ashburn and the Broad Run District that 2 includes parts of Sterling and a couple acres the 3 mayor tells me in Herndon as well. 4 So we're actually not very close to this 5 interchange, but it affects us and it affects 6 Loudoun. And this Authority is supposed to really 7 focus on regionally significant roads and that's 8 one of the reasons why I want to talk about it, 9 because even though it's not in or around directly 10 my district, it is something that affects my 11 district and something that affects all of 12 Loudoun. And it affects anyone who's along the 13 Route 7 corridor. 14 This would be the last remaining signal 15 from way out west in Berryville. How many people 16 have been out that far to Berryville? I know 17 certainly Delegate Minchew has because he 18 represents it, and all the way into Sterling. 19 This, if we were to fund this, this is going to 20 make Route 7 a major improvement just like we do 21 with Route 28, taking all the signals off of Route 22 28 until you get closer to where you are,</p>	<p style="text-align: right;">Page 48</p> <p>1 in Loudoun County and we're also going to be more 2 business friendly as an entire region. 3 So I definitely ask that you fund this 4 project that, and I appreciate everyone being here 5 tonight. I think you're going to see an 6 incredible amount of speakers for this battle for 7 the Battlefield Parkway interchange and I 8 appreciate your time this evening. 9 CHAIR NOHE: Thank you. Next up is 10 Mayor Lisa Merkel, who will be followed by Mayor 11 David Butler. 12 MAYOR MERKEL: Good evening. I also 13 concur with Supervisor Meyer who, that the 14 Greenway poses a big issue for people who are 15 trying to get into the town of Herndon as well. 16 So I thank him for his comments. 17 I have a prepared statement in the 18 interest of time. I'm here to speak on the Elden 19 Street improvement project. The town of Herndon 20 has been and will continue to be severely impacted 21 by the substantial development that's happening 22 all around us in Fairfax County and in Loudoun.</p>
<p style="text-align: right;">Page 47</p> <p>1 Supervisor Nohe. 2 And just like with 66 originally, this 3 is going to be a major significant change on that 4 whole corridor because it will become a limited 5 access highway. This is something that I also ran 6 on in part because my big slogan if you drove out 7 to Loudoun, you saw my signs. My slogan was to 8 build Greenway alternatives. 9 We have a toll road in Loudoun that 10 whether you go a mile or 14 miles you're paying \$6 11 each way every day. If you're having to do that 12 to commute to a job, that's already, some people 13 that's already an hour's pay out the door, \$12 14 right there gone. 15 And so if we fund things like this, 16 people can take Route 7 as an alternative to the 17 Greenway. I'm working on some other ones in 18 Ashburn. That was sort of my signature, but this 19 is part of that Greenway alternative initiative. 20 If we can make it so people can get from Leesburg 21 into Tysons, into Reston, into employment centers, 22 we're going to drastically improve people's lives</p>	<p style="text-align: right;">Page 49</p> <p>1 The town streets are being used as an alternative 2 to larger routes like Fairfax County Parkway, 3 Route 28, the Dulles toll road, the Greenway, etc. 4 And it results in ever increasing traffic and 5 congestion through the Elden Street corridor. 6 Additionally, Herndon serves as a 7 regional workforce destination. We have 25,000 8 people who commute into the town each day to work, 9 which is equal to our population who lives there 10 who is largely commuting out of town. So the 11 results is heavy commuting traffic at the morning 12 and evening rush hours. The Elden Street project 13 will assist in mitigating that impact. 14 Despite the lower score that our project 15 did receive, it does relieve congestion and 16 provides for multimodal connectivity. Traffic 17 volumes are significant between Herndon and 18 Fairfax County Parkways. Typical volumes are 19 between 35 and 40,000 vehicles a day. 20 To relieve current and future 21 congestion, the Elden Street project balances all 22 our congestion relief with improved</p>

<p style="text-align: right;">Page 50</p> <p>1 pedestrian/bicycle transit circulation and 2 connectivity to the Reston, Amherst, and Metro 3 stations. The project includes bike lanes in both 4 directions, serves at least four Fairfax County 5 connector routes, and provides pedestrian/bike 6 connectivity to four of our regional trails. It's 7 a concerted effort to encourage people to get out 8 of their cars and to reduce the vehicle congestion 9 in the town.</p> <p>10 The project also incorporates a critical 11 flood mitigation measure to resolve the 12 significant and more and more frequent unsafe 13 Sugarland Run flooding that often covers and 14 closes Elden Street. VDOT's bridge culvert design 15 addresses the existing safety issue by elevating 16 the roadway to accommodate an upgraded, larger 17 capacity culvert that is necessary due to the 18 development within the Sugarland watershed area.</p> <p>19 In summary, the purpose of this project 20 is to relieve peak hour congestion while also 21 improving safety, multimodal connectivity, and 22 circulation for driver's, pedestrians, cyclists,</p>	<p style="text-align: right;">Page 52</p> <p>1 intersection and was struck by a pickup truck 2 behind him who didn't stop. The pickup truck was 3 driven by someone in Winchester. Now was this 4 accident obviously the fault of the pickup driver? 5 Yes. Are fatal accidents at that intersection 6 rare? Yes. But accidents are not rare. There's, 7 for the last five-and-a-half years there's been an 8 average of one-and-a-half accidents a week at that 9 intersection.</p> <p>10 Another point about this is that this is 11 not a regional intersection. It is a multistate 12 intersection. There are many, many thousands of 13 cars that travel through this intersection every 14 day from Maryland, West Virginia, and Southern 15 Pennsylvania, as well as from west of Loudoun and 16 all those people are coming to work and to spend 17 money in Northern Virginia.</p> <p>18 Now the light, we changed the light so 19 that the east-west traffic is, can move easily. 20 What this also does is it affects the north-south 21 route on Battlefield. Battlefield is where people 22 from Leesburg use to get around town. So this</p>
<p style="text-align: right;">Page 51</p> <p>1 and transit riders. The Elden Street project has 2 been listed in VDOT's six year improvement plan 3 since the year 2000. Significant sectors of right- 4 of-way have already been acquired by the town. 5 The engineering design is currently underway and 6 the environmental review has been done.</p> <p>7 So VDOT's public hearing is scheduled 8 for later this year. So if the funding is 9 allocated for this project, Herndon is prepared to 10 begin the Elden Street project and move forward 11 with it right away. And we appreciate your 12 consideration. Thank you.</p> <p>13 CHAIR NOHE: Thank you. Mayor Butler 14 will be followed by Vice Mayor Kelly Burk.</p> <p>15 MAYOR BUTLER: Mr. Chairman, Authority 16 members, thank you for the opportunity to speak. 17 I am also speaking on the interchange at Route 7 18 and Battlefield Parkway.</p> <p>19 A couple years ago James Boyce of 20 Harpers Ferry left his home in the morning on his 21 motorcycle and intended to drive through Leesburg. 22 He never made it. He stopped at the light at that</p>	<p style="text-align: right;">Page 53</p> <p>1 intersection because there's not an interchange 2 there, when someone like myself is traveling from 3 north to south or south to north on Battlefield 4 Parkway, we come to a screeching halt at that 5 intersection and we can stay there long.</p> <p>6 So this affects the people in my town 7 and it affects the safety of people in my town. 8 And I hope you will fix it.</p> <p>9 On a very light note, that Supervisor 10 Umstadd mentioned that this is a multimodal 11 intersection as well. Well, Leesburg is in the 12 process of creating both a Leesburg loop. Both a 13 small interloop and a larger outer loop that's 14 designed for trails and bicycles, kind of 15 patterned after Arlington. Arlington from a 16 multimodal standpoint is our hero and we can't do 17 that without this intersection. You cannot get 18 bicycles across that intersection without creating 19 a real problem.</p> <p>20 So in short, this intersection is 21 already a significant bottleneck for not only the 22 people of Leesburg, but the people of the</p>

<p style="text-align: right;">Page 54</p> <p>1 multistate and is a safety hazard for both the 2 people of Leesburg and the people from those 3 states. And so I urge you to fund this 4 intersection. And I thank you for your time. 5 CHAIR NOHE: Thank you. Next up is 6 Kelly Burk, who will be followed by Evan Macbeth. 7 VICE-MAYOR BURK: Chairman, members of 8 the committee here, I want to also speak in regard 9 to the Battlefield interchange with Loudoun County 10 and Leesburg. 11 As you've heard, the corridor consists 12 of one of the worst bottlenecks in Northern 13 Virginia. It is, it's a significant problem in our 14 area. You've heard all the stories about what's 15 happened there and what's it's like to travel 16 through there. You heard from our fire chief what 17 an issue it is for them to get through. 18 I recently talked to our ECHO group, 19 which drives the disabled young people around town 20 to jobs, and they are terrified of this 21 intersection. They go to great lengths to avoid 22 it, which causes more problems for them because</p>	<p style="text-align: right;">Page 56</p> <p>1 that airport. It is a huge economic driver and 2 this intersection impacts that airport. We, 3 Virginia estimates that this airport generates 4 between 40 and 70 million dollars of positive 5 economic development for Northern Virginia. Not 6 for Loudoun County. That's for Northern Virginia. 7 And so for those reasons I'm asking you, 8 for all the reasons you've heard before and the 9 reasons that I've just given you, I'm asking you 10 to please give this us positive consideration in 11 this. And thank you very much for all your time. 12 CHAIR NOHE: Thank you. We have Evan 13 Macbeth, who will be followed by Sean Dykeman. 14 MR. MACBETH: Good evening. My name is 15 Evan Macbeth. I'm from Leesburg, Virginia. I 16 don't suppose there are any federal officials 17 here? Didn't think so. I want to circle back to 18 something that was noted earlier about this being 19 the only Loudoun County project on the list this 20 year. Loudoun County is also the largest, highest 21 income county in the United States that does not 22 have an interstate.</p>
<p style="text-align: right;">Page 55</p> <p>1 the jobs are located around there and it makes a 2 longer commute. And we know that sometimes those, 3 those people with disabilities struggle with being 4 confined in a van for a long period of time. 5 So it's, it affects us in regard to 6 traffic. It affects us in regard to safety. We 7 have many people that live across Route 7 and go 8 to, over on the other side for jobs. And to watch 9 them cross this intersection is horrifying. The 10 intent was always to have the overpasses deal with 11 the situation. It will, it will make a huge 12 difference too many of the people that live within 13 Leesburg and Loudoun County. 14 When they talk about -- you've heard 15 that it was a multimodal project. That's not 16 insignificant. You're going to hear from the bike 17 population that that's a very important aspect, 18 and that they, that this is one component that 19 will make it so that we can complete these loops 20 and it's very important. 21 We have the, we have an airport that, 22 that really depends on, on good transportation to</p>	<p style="text-align: right;">Page 57</p> <p>1 In that way we are different from any 2 other locality on the NVT. We do not have the 3 option of federal funding that many of our 4 neighbors do. In fact, the only option we have is 5 you guys. 6 We're asking for one thing and you guys 7 are pretty much the place that can do it for us. 8 This is a multimodal, above-grade interchange, and 9 that matters. That matters a lot because 10 Leesburg, my home town, is a very economically 11 diverse place. A lot of us represent economically 12 diverse places. And many of my neighbors in 13 Leesburg don't have cars. They have to walk to 14 work. They have to walk to work across 15 intersections like this. Right now it's not very 16 safe for them to do it. I don't want more work 17 for the chief. I want it to be safer. 18 So I'm asking for your vote next week, 19 next month in favor of the Battlefield and Route 7 20 interchange because you guys are the folks who can 21 get that done for us and it will make a huge 22 difference for many citizens of Leesburg,</p>

<p style="text-align: right;">Page 58</p> <p>1 Virginia.</p> <p>2 Thank you for your time tonight.</p> <p>3 CHAIR NOHE: Thank you, Mr. Macbeth.</p> <p>4 Next up we have Sean Dykeman, who will be followed</p> <p>5 by Jerry King.</p> <p>6 MR. DYKEMAN: Good evening. My name is</p> <p>7 Sean Dykeman. For those who don't know me, I'm</p> <p>8 the president of the Loudoun County Chapter of the</p> <p>9 Virginia Police Benevolent Association. I'm</p> <p>10 representing 350 sworn law enforcement officers</p> <p>11 within Loudoun County.</p> <p>12 On behalf of the law enforcement</p> <p>13 officers I represent, we're asking for your</p> <p>14 support tonight for Project 1U for the funding of</p> <p>15 the interchange of Route 7 and Battlefield Parkway</p> <p>16 in Leesburg. This intersection is currently a</p> <p>17 stoplight-controlled intersection with three</p> <p>18 westbound lanes with an additional three turn</p> <p>19 lanes, three eastbound lanes with an additional</p> <p>20 three turn lanes, two northbound lanes with an</p> <p>21 additional three turn lanes, and two southbound</p> <p>22 lanes with, yet again, three additional turn</p>	<p style="text-align: right;">Page 60</p> <p>1 With your approval, this project will</p> <p>2 also remove the spotlight located at the Cardinal</p> <p>3 Park Drive intersection located directly west of</p> <p>4 the intersection with that traffic being diverted</p> <p>5 towards Battlefield Parkway. This project would</p> <p>6 complete the existing Route 7 corridor projects</p> <p>7 and making it a limited access highway.</p> <p>8 If the funding is not approved, traffic</p> <p>9 will be coming down Route 7 from Route 28 at 55</p> <p>10 miles an hour, which everybody travels, and come</p> <p>11 barreling into Leesburg and have to stop at</p> <p>12 traffic lights located at Battlefield Parkway and</p> <p>13 Cardinal Park Drive, potentially creating more of</p> <p>14 a risk to the public with vehicle crashes.</p> <p>15 The law enforcement officers of Loudoun</p> <p>16 County are asking for your support for approving</p> <p>17 the Route 7/Battlefield Parkway interchange in</p> <p>18 order to help make the roads safer to travel.</p> <p>19 Thank you.</p> <p>20 CHAIR NOHE: Jerry King, will be</p> <p>21 followed by Edythe Frankel Kelleher.</p> <p>22 MR. KING: Good evening, Chairman Nohe,</p>
<p style="text-align: right;">Page 59</p> <p>1 lanes.</p> <p>2 The intersection is heavily used by</p> <p>3 commuter traffic along with the residents of</p> <p>4 Leesburg and Loudoun County. Such a high volume</p> <p>5 of traffic through the intersection has resulted</p> <p>6 in over 169 crashes since 2014. During prior</p> <p>7 power outages in the area, law enforcement</p> <p>8 personnel have been pulled from their normal</p> <p>9 duties to direct traffic. As most people know,</p> <p>10 typical procedure for approaching an intersection</p> <p>11 where a stoplight has lost power would be to treat</p> <p>12 it as a four-way stop.</p> <p>13 With this intersection being so large</p> <p>14 and heavily traveled on the Route 7 corridor, that</p> <p>15 just cannot be done. It requires at a minimum of</p> <p>16 two officers, but to safely do it you would need</p> <p>17 four. Law enforcement officers have spent many</p> <p>18 hours manually directing traffic, which directly</p> <p>19 puts their lives at risk. Living in the</p> <p>20 smartphone era, this typically normal law</p> <p>21 enforcement operation has become more inherently</p> <p>22 dangerous to the profession.</p>	<p style="text-align: right;">Page 61</p> <p>1 and members of the Authority. I'm Jerry King.</p> <p>2 I'm chairman of the Alexandria Transportation</p> <p>3 Commission. I'm here to present the City's</p> <p>4 comments on the NVTa draft of the FY17 program.</p> <p>5 At its May 19th meeting, the Alexandria</p> <p>6 Transportation Commission reviewed 24 candidate</p> <p>7 projects seeking funding for NVTa's FY17 revenue</p> <p>8 program and hosted a town hall meeting for public</p> <p>9 comment.</p> <p>10 For FY17, the City proposed two</p> <p>11 candidate projects for funding consideration. The</p> <p>12 West End Transitway requesting 7 million, and the</p> <p>13 Potomac Yard Metrorail station requesting 66</p> <p>14 million. The Alexandria City Council has endorsed</p> <p>15 both of these projects for the FY17 program.</p> <p>16 The City of Alexandria continues to work</p> <p>17 toward a multimodal transportation system. Both</p> <p>18 projects are included in the City's transportation</p> <p>19 master plan, as well as larger regional plans such</p> <p>20 as the Metropolitan Washington Council of</p> <p>21 Governments, the Transportation Planning Board's</p> <p>22 Constrained Long Range Transportation Plan, and</p>

<p style="text-align: right;">Page 62</p> <p>1 meet many of the goals identified in the Regional 2 Transportation Priorities Plan.</p> <p>3 Both projects also address NVT 4 evaluation criteria including connectivity, 5 congestion, safety, cost sharing, pedestrian and 6 bicycle connectivity, and reduction in vehicle 7 miles traveled. In addition, they promote 8 concentrated growth in existing and planned 9 activity centers such as North Potomac Yard, which 10 will have a significant additional growth in 11 population and employment.</p> <p>12 These two projects and their support of 13 development and concentrated activity centers 14 helps reduce VMT and congestion within the city, 15 as well as in outer suburban areas within the 16 region that would otherwise see additional growth 17 in an unconstrained manner. These two transit 18 projects also include associated bicycle and 19 pedestrian improvements which encourages walking 20 and bicycling, thereby further reducing congestion 21 and VMT and also provides connections within and 22 between activity centers.</p>	<p style="text-align: right;">Page 64</p> <p>1 these comments for the FY17 program. Thank you 2 for your consideration.</p> <p>3 CHAIR NOHE: Thank you, Mr. King. Next 4 up we have Edythe Frankel Kelleher, followed by 5 Brian Fauls.</p> <p>6 MS. KELLEHER: Good evening, Chairman 7 Nohe, and members of the Authority. I'm Edythe 8 Kelleher, Executive Director of the Southeast 9 Fairfax Development Corporation, or SFDC. We're a 10 nonprofit economic development organization that 11 has taken the lead on revitalization in the 12 Richmond Highway Corridor since 1981.</p> <p>13 Thank you for the opportunity to address 14 you regarding the crucial importance of the 15 Fairfax County request for five million dollars 16 for the widening of Richmond Highway, Route 1, 17 from Napper Road to the Mount Vernon Memorial 18 Highway.</p> <p>19 Last year preliminary engineering and 20 environmental assessment received startup funding; 21 however, continuation of funding is necessary to 22 meet critical milestones for other parts of</p>
<p style="text-align: right;">Page 63</p> <p>1 We strongly believe both projects should 2 be funded within NVT's FY17 program. The City of 3 Alexandria is going through the final phases of 4 the Environmental Impact Statement process for the 5 proposed Potomac Yard Metrorail Station. The 6 planning for this station has been underway for 7 over ten years and it is the highest transportation 8 priority within the city.</p> <p>9 We anticipate release of the final EIS 10 in the next several weeks and will be going to 11 city council for zoning approvals hopefully this 12 month with plans to issue a request for proposal 13 for the design-build contract this summer.</p> <p>14 This spring the City adopted a locally 15 preferred alternative for the West End Transitway 16 and the project is now moving into the project 17 development phase. The Transitway is a key 18 element of the City's multimodal system and the 19 requested funding is an essential component to 20 moving the project forward. The City appreciates 21 your consideration of this recommendation. We 22 request that the full consideration be given to</p>	<p style="text-align: right;">Page 65</p> <p>1 project preparation such as completion of the 2 engineering phase, utility relocation, site plan, 3 and right-of- way acquisition. These elements 4 must be in place for the project to be eligible 5 for construction funding.</p> <p>6 Once the ongoing federal Fort Belvoir 7 widening project is completed, this approximately 8 two-and-a-half mile segment will be the only 9 remaining bottleneck along the highway. Currently 10 this is a four lane segment separated by only a 11 double yellow line in many places without benefit 12 of curbs or sidewalks. The speed limit is 45 13 miles per hour as it is on the rest of Route 1. 14 Problems in this segment include flooding, 15 erosion, and increased pedestrian accidents, 16 including pedestrian deaths.</p> <p>17 Working along this corridor, I'm puzzled 18 by the low score this project received in certain 19 categories. For example, this segment is a 20 bottleneck for drivers originating in Alexandria 21 City, Prince William County, and beyond. 22 Therefore, the project should have scored higher</p>

Page 66	Page 68
<p>1 on connecting jurisdictions. The potential to</p> <p>2 reduce vehicle miles would be greatly enhanced</p> <p>3 with the provision of space for the median bus</p> <p>4 rapid transit, BRT, recommended in the 2014 VDRPT</p> <p>5 multimodal study.</p> <p>6 BRT will also dramatically improve</p> <p>7 operations of existing facilities through</p> <p>8 technology applications - another measure that</p> <p>9 appears mistakenly calculated - supports multiple</p> <p>10 use development patterns. And walkable and</p> <p>11 bikeable environments was given only medium rank;</p> <p>12 although, the community business centers along</p> <p>13 Richmond Highway are largely planned for mixed-use</p> <p>14 pedestrian and bicycle-friendly development and</p> <p>15 this transformation is already underway on other</p> <p>16 portions of the highway.</p> <p>17 In summary, supporting Richmond Highway</p> <p>18 widening will leverage federal funds already being</p> <p>19 spent in the corridor, improve safety, connect</p> <p>20 multiple jurisdictions, enhance walkability and</p> <p>21 bikeability, a system planning for transit, etc.</p> <p>22 I'm in yellow.</p>	<p>1 public's frustration with traffic congestion that</p> <p>2 prompted the general assembly to direct this body</p> <p>3 to give priority to projects that most effectively</p> <p>4 reduce congestion in the most congested corridors</p> <p>5 and intersections.</p> <p>6 To that end, the Loudoun Chamber</p> <p>7 supports the following projects as regionally</p> <p>8 significant congestion relief projects: I-66 and</p> <p>9 Route 28 interchange improvements, the Route 28</p> <p>10 improvements from the Prince William County line</p> <p>11 to Route 29, the Route 7 widening from Colvin Mill</p> <p>12 Run to Jarrett Drive and the Dulles toll road, the</p> <p>13 power upgrades to the Metro Blue Line, and the</p> <p>14 Fairfax County Parkway widening from Route 123 to</p> <p>15 Route 29. We also believe that Route 7</p> <p>16 Battlefield Parkway interchange in Leesburg should</p> <p>17 be added to that list, battle for the Battlefield.</p> <p>18 Loudoun County is the fastest growing</p> <p>19 county in our region. In fact, a just released</p> <p>20 report from the Federal Bureau of Labor Statistics</p> <p>21 indicates Loudoun County is adding jobs at the</p> <p>22 third fastest rate in the country. Furthermore,</p>
Page 67	Page 69
<p>1 With increased population of persons</p> <p>2 needing transit, the growth of through-traffic and</p> <p>3 more than 77,000 vehicles a day entering Fort</p> <p>4 Belvoir's main post, Richmond Highway needs the</p> <p>5 improvements that have been pending for decades.</p> <p>6 I appreciate you're taking the time to</p> <p>7 listen to this testimony and for coming down to</p> <p>8 the highway next Tuesday evening. And I hope you</p> <p>9 -- thank you very much.</p> <p>10 CHAIR NOHE: Thank you, ma'am. Next we</p> <p>11 have Brian Fauls, to be followed by Ron Campbell.</p> <p>12 MR. FAULS: Good evening, Chairman Nohe,</p> <p>13 members of the Authority. For those of you who do</p> <p>14 not know me, my name is Brian Fauls. I am the</p> <p>15 Government Affairs Manager of the Loudoun County</p> <p>16 Chamber of Commerce. Thank you for the</p> <p>17 opportunity to offer comments on the FY2017</p> <p>18 funding program.</p> <p>19 We all understand that addressing</p> <p>20 Northern Virginia's congestion crisis is vital to</p> <p>21 our region's long term economic prosperity and</p> <p>22 quality of life. We all understand it was the</p>	<p>1 our region's laborshed extends deep into West</p> <p>2 Virginia, Western Maryland, and even Central</p> <p>3 Pennsylvania.</p> <p>4 Consequently, Route 7 is a major</p> <p>5 regional commuter route no different from I-66,</p> <p>6 not 395, or Route 28, and it is already heavily</p> <p>7 congested with the Battlefield Parkway</p> <p>8 intersection ranking a Level of Service of F.</p> <p>9 All other at-grade access points along 7</p> <p>10 from Algonkian Parkway to East Market Street in</p> <p>11 Leesburg will soon be grade-separated</p> <p>12 interchanges. That makes the Battlefield Parkway</p> <p>13 intersection the only chokepoint in the entire</p> <p>14 corridor from Berryville to Route 28.</p> <p>15 The funds requested for the parkway are</p> <p>16 for construction, meaning that the Battlefield</p> <p>17 Parkway project can move forward now and provide</p> <p>18 congestion reduction return on your investment in</p> <p>19 short order.</p> <p>20 Finally, as you've heard many times</p> <p>21 before, the Battlefield Parkway intersection has</p> <p>22 the highest accident rate in the town of Leesburg.</p>

<p style="text-align: right;">Page 70</p> <p>1 Over the last seven years there have been 472 2 serious accidents in that intersection resulting 3 in either significant property damage or 4 significant personal injury, including two 5 fatalities. 6 So fixing that intersection is vital to 7 our strategic investment in this region and moving 8 it forward now. So we urge you to support the 9 projects that I mentioned and we urge you to give 10 all due consideration to funding the Battlefield 11 Parkway project for FY2017. And I thank you again 12 for the opportunity to present the Chamber's 13 position on these important topics. 14 CHAIR NOHE: Thank you, Mr. Fauls. Next 15 we have Ron Campbell, followed by Kevin McNulty. 16 MR. CAMPBELL: Good evening, Mr. 17 Chairman, members of the Authority. I've broken 18 it already. I'm a 16 year resident of Leesburg and 19 I'm here tonight to support the Route 7 20 Battlefield interchange project. 21 And let me start by saying all projects 22 matter, and as a citizen, I really try to</p>	<p style="text-align: right;">Page 72</p> <p>1 But I also believe that the improvements 2 and the quality of life for our neighborhoods, our 3 town, and the Commonwealth, this project - and 4 I'll probably be a little bit bold in saying this 5 - will open up Leesburg and the rest of our county 6 to the world. 7 I believe that the quality of life is 8 just that important to us where this is not just a 9 simple project. We appreciate all the other 10 funding for the road improvements that you've made 11 along Route 7 and really believe that that 12 investment will not go to waste if this project is 13 supported. 14 Again, the project cost is one thing. 15 Relative to benefit I really believe is another. 16 And I appreciate all the things that other 17 residents and elected officials of Leesburg have 18 already said, so I won't go into that, but thank 19 you for your time and hopefully you'll fund our 20 project. 21 CHAIR NOHE: We next have Kevin McNulty, 22 who will be followed by Jason Ufland.</p>
<p style="text-align: right;">Page 71</p> <p>1 understand your criteria, the process that you've 2 gone through, the great projects that you've 3 funded before, but also try to find in my own mind 4 a way of thinking what could I say tonight to sway 5 you to approve our project for funding. 6 And one of the things is this quality of 7 life, that this is not just a road that goes 8 through our homes, but the people that pass 9 through also interact with our lives, with our 10 businesses, economic development, with our 11 communities, with jobs, with our way of life, and 12 even our communities and our neighborhoods. 13 And as I looked at your congestion 14 reduction criteria and the two things that you try 15 to take a look at, the congestion reduction 16 relative to cost, I would ask you to consider the 17 congestion reduction relative to benefit and how 18 beneficial this particular project will really be 19 to the lives of not just the residents of 20 Leesburg, but certainly to the County and, again, 21 Leesburg is the county seat where the county 22 government resides.</p>	<p style="text-align: right;">Page 73</p> <p>1 MR. MCNULTY: Chairman Nohe and members 2 of the Northern Virginia Transportation Authority, 3 my name is Kevin McNulty and I'm here before you 4 this evening as a representative of the Northern 5 Virginia Chamber of Commerce and our 700 member 6 businesses with over 500,000 employees. 7 The Northern Virginia Chamber was a 8 leading voice in the effort to secure sustainable 9 transportation funding because we believed it was 10 vital towards enhancing our region's position as a 11 top business destination. The ability for 12 Northern Virginia to retain and attract business 13 is dependent upon the implementation of 21st 14 Century transportation solutions. 15 Unfortunately, our region is 16 consistently recognized as the most congested 17 metropolitan area in the United States and there 18 are many corridors in the region that are in need 19 of funding. However, we ask you to allocate the 20 current funding available towards projects that go 21 the furthest toward reducing congestion. 22 The Northern Virginia Chamber believes</p>

<p style="text-align: right;">Page 74</p> <p>1 the criteria in the HB 59, 599 process is the most 2 appropriate towards achieving our shared goal of 3 reducing congestion. Out of the projects 4 considered for the 2017 program, the Northern 5 Virginia Chamber thinks the following projects are 6 best suited towards achieving congestion relief, 7 providing infrastructure that spurs economic 8 development, and producing the best return on 9 investment for the taxpayers of the commonwealth: 10 The I-66/Route 28 improvements, Route 28 11 improvements from the Prince William County line 12 to Route 29, Route 7 widening from Colvin Mill Run 13 to Jarrett Drive, Metro Blue Line power upgrade, 14 Fairfax County Parkway widening from Route 123 to 15 Route 29, and finally, construction of a new metro 16 station and ancillary facilities at Potomac Yard. 17 We look forward to working with you, our 18 elected leaders, to build a 21st Century 19 transportation network throughout the region. 20 Thank you for your consideration of our position 21 and thank you for your service to the 22 Commonwealth.</p>	<p style="text-align: right;">Page 76</p> <p>1 to have to get through there, have traffic 2 accidents, things of that nature. 3 I would like to point out with the 4 overall regional planning, the biggest piece of it 5 and opportunity is if all these other projects 6 that are getting funding and looking to make Route 7 7 a limited access area, it would be key to get 8 this in the pipeline as well to help complete that 9 entire goal of making the region interconnected, 10 if you will, as well as the fact that kind of a 11 bonus to it providing the multimodal and ability 12 to have the pedestrian and bikeway opportunities 13 for everyone is great for the community, as well 14 as the town. 15 And I want to wrap it up by asking you 16 guys to give it strong consideration and thanks 17 for your time. 18 CHAIR NOHE: Thank you, Mr. Ufland. 19 Next we have Craig Lane, followed by Gwen Pangle. 20 MR. LANE: Don't move. 21 UNIDENTIFIED SPEAKER: It does not come 22 out of your time, by the way.</p>
<p style="text-align: right;">Page 75</p> <p>1 CHAIR NOHE: Mr. McNulty. Next we have 2 Jason Ufland, followed by Craig Lane. 3 MR. UFLAND: Good evening, everyone. My 4 name's Jason Ufland. I represent Leesburg Corner 5 Premium Outlets, which is the outlet mall in the 6 town of Leesburg. I'm here to talk about the 7 Battlefield and Route 7 interchange project. 8 First I want to say thank you for the 9 opportunity to speak to all of you guys tonight. 10 I like many of the sentiments you've already heard 11 from everyone speaking on this project, but I 12 think it underlines and shows how critical it 13 really is to the area, both in Leesburg, as well 14 as the surrounding area. 15 With the population and business growth 16 we've seen and it's already been alluded to, it's 17 critical to continue to build that base and the 18 traffic system and to help alleviate the issues at 19 that intersection. You can go through at any time 20 of the day and you'll see that - except maybe 21 around midnight or 4 in the morning that was 22 mentioned earlier - that you're constantly going</p>	<p style="text-align: right;">Page 77</p> <p>1 CHAIR NOHE: Let's come out of his time. 2 MR. LANE: Trust I'm going to be short. 3 Mr. Chairman, members of the Authority, thank you 4 for allowing me to speak. This is Craig Lane. 5 I'm a resident of Kincaid Forest and I serve on 6 the Homeowners Association Board of Directors for 7 the Kincaid Forest subdivision. 8 I did not find out I was going to be 9 speaking here tonight until our HOE meeting 10 Tuesday of this week where I got the short straw 11 and was asked to come down here to speak on behalf 12 of the Route 7/Battlefield Parkway interchange 13 project. 14 Many people have come here before me 15 because of my late arrival and late signup and 16 they have spoken all the points I wanted to make 17 in favor of that project. That's kind of the bad 18 news. 19 The good news for you is I'm not going 20 to repeat any of those points. I'm going to go 21 right to summary and simply state and request on 22 behalf of the residents of Kincaid Forest we would</p>

<p style="text-align: right;">Page 78</p> <p>1 appreciate your support of that project. The 2 project's ready to go; let's build it together. 3 Thank you and good evening. 4 CHAIR NOHE: Thank you, Mr. Lane. We 5 have Gwen, Gwen Pangle, followed by Ken Reid. 6 MS. PANGLE: Good evening, Mr. Chairman, 7 and members of the Authority. Thank you very much 8 for being so attentive to all of my very eloquent 9 colleagues who painted a very broad, far-reaching 10 picture of just exactly what the Battlefield 11 interchange means to us. 12 What I'd like to do is say that I chair 13 the Economic Development Commission for the town 14 of Leesburg and the Leesburg Downtown Business 15 Association. So if any of you have ever been to 16 our little historic downtown Leesburg, please 17 picture it now. 18 We have two major thoroughfares going 19 through our small town, north-south from Maryland 20 all the way through to Prince William County on 21 Route 15, and east-west Route 7 coming through 22 town. Our streets are pretty narrow and this</p>	<p style="text-align: right;">Page 80</p> <p>1 to make this happen, we would be most grateful. 2 Thank you very much. 3 CHAIR NOHE: Thank you, Ms. Pangle. 4 Next we have Ken Reid, Supervisor Ken Reid, 5 followed by Bob Chase. 6 SUPERVISOR REID: Thank you very much, 7 Mr. Chairman, Chairman Obi-Wan Kenobi. And if you 8 don't know what that means, friend him on 9 Facebook, okay? I want to also acknowledge our 10 Chairman Phyllis Randall and Randy Minchew, our 11 Great Loudon representatives that have been here 12 tonight. 13 And Leesburg representatives, thank you 14 for standing up here for Battlefield Parkway, 15 which is a project that I've been battling for, if 16 you will, since I moved to Leesburg in 2002. I 17 actually cochaired a group called the citizens, 18 the Coalition to Complete Battlefield Parkway. 19 And as Leesburg Supervisor most recently, four 20 years ago, before the funding went in for this 70- 21 30 percent NVT, I was able to get this on the 22 list for a priority for the board of supervisors.</p>
<p style="text-align: right;">Page 79</p> <p>1 morning I had three dump trucks whiz past me as I 2 was walking downtown. 3 But this, this is about livelihood. 4 This is about Leesburg becoming the chokepoint if 5 you don't do this interchange and how that will 6 affect all of the people, not just out there. And 7 they, we have these talking points I'm sure. I'm 8 not sure if you have them, but any one of us would 9 be willing to share them with you. 10 I'm not going back through the money and 11 our F grade and all of those wonderful things that 12 we deal with every day, but I wanted you to just 13 sort of feel the pain of the folks of Leesburg who 14 are now inundated with traffic that sits still or 15 whizzes through Route 15 and Route 7 coming 16 through Leesburg, and that will only get worse as 17 the last point on Route 7, which could be a clear 18 thoroughfare from all the way up, from Berryville 19 all the way down to 28, becomes the chokepoint if 20 this interchange does not get done. 21 So I implore you, please move us up. 22 Please do this project. Whatever you need to do</p>	<p style="text-align: right;">Page 81</p> <p>1 And then the town staff and the county staff 2 worked to make it into a joint 70% project. 3 I'm very appreciative of the 13 million 4 that was funded for design and engineering last 5 year, but I'm really quite shocked by the ranking 6 that this project got from your, your staff. I 7 live right around the corner like Mr. Lane, okay? 8 So we go through this intersection every single 9 day. I work at home right now, but I do go out 10 every day and I see traffic backing up, believe it 11 or not, at 12 o'clock, 1 o'clock in the afternoon. 12 And the town of Leesburg has not 13 approved any housing or any real development there 14 in many, many years. So it's not as if the Town 15 of Leesburg is coming here and saying, well, you 16 know, we need a bigger pair of overalls because 17 we've approved all this development. They have 18 not. There's been, there's a Lowe's going in and 19 other than that, there's no new housing 20 developments causing the impact. It's just the 21 regional growth in general. 22 This is an important regional road.</p>

<p style="text-align: right;">Page 82</p> <p>1 People are coming in from the west, Delegate 2 Minchew's district, coming in from Maryland, and 3 the light is becoming a problem. I'm concerned 4 that if you do not keep this funding, you know, 5 continuous, this is going to be ending up 6 competing with other Loudoun projects next year 7 and I'm concerned the IJR, the Interchange 8 Justification Report, does, is good for maybe 9 seven or eight years, but it's not uncommon if we 10 have funding problems in Northern Virginia that 11 the things are pushed off and off and off. So 12 we're going to start spending more. 13 I think putting, I think, 55 or 58 14 million, whatever this costs, is a pretty good 15 deal. This project is not just good for congestion 16 relief, but people who are crossing that road. 17 They're not supposed to and the town built the 18 hike or biker trails as Supervisor Umstatt 19 mentioned. They stopped it short to not encourage 20 people, but still people are crossing. 21 They are crossing and amongst those 22 folks are work release prisoners. They have to</p>	<p style="text-align: right;">Page 84</p> <p>1 job is made more difficult by provisions that 2 distribute nearly one-third of all regional 3 dollars to local governments and require benefits 4 to be proportional by localities over time. 5 Of the 24 project applications, only two 6 score higher than 50% on the 599 congestion 7 reduction and only five score higher than 40% in 8 2040. Of the 24 projects, the Alliance recommends 9 the I-66/Route 28 interchange, the Route 28 10 improvements, Route 7 widening, Blue Line Metro 11 power upgrade, Fairfax County Parkway widening, 12 and the Potomac Yard Metro Station. 13 Projects that we believe do not, should 14 not receive regional dollars include the Falls 15 Church Bikeshare and East Falls Church Metro 16 Station, which ranked dead last in congestion 17 reduction. These projects also reflect the 18 Alliance's concern that the Authority's 19 quantitative scoring process exaggerates the value 20 of projects that benefit relatively few people. 21 Under HB 599, each score is 2.2, but when combined 22 with the quantitative measures, their scores</p>
<p style="text-align: right;">Page 83</p> <p>1 walk from the county jail nearly two to three 2 miles to get to the jobs along Route 7. They're 3 wearing reflector jacket vests and so forth. 4 Sheriff, tried to get the sheriff to give them a 5 ride. They don't give rides to work release 6 prisoners. So they're literally walking across 7 six lanes of traffic. 8 I don't really like the idea of that 9 happening and I really think that we ought to be 10 looking at the pedestrian side of this and the 11 bike side of this as well. 12 So I hope that we will get funding for 13 this and I hope that this will stay, this project 14 will keep moving forward. Thank you. 15 CHAIR NOHE: Thank you, Mr. Reid. Next 16 we have Bob Chase, who will be followed by Stewart 17 Schwartz. 18 MR. CHASE: Good evening, Mr Chairman. 19 Nancy Smith is on maternity leave and I'm not. 20 With regional transportation needs far 21 outstripping available regional transportation 22 dollars, the Authority has a difficult job. That</p>	<p style="text-align: right;">Page 85</p> <p>1 approach 50. 2 There is no requirement to spend every 3 available dollar every year. Prudence dictates 4 that investing now in several high ranking 5 projects and holding funds in reserve until 6 TransAction 2040 can rate more projects. 7 Bottom line, there's a lot of talk about 8 Metro stewardship. When completed in 20, in 2001, 9 the original 103 mile Metrorail System was 10 considered world class. Repeated warnings of 11 maintenance backlogs were ignored. Fifteen years 12 later, Metro is a mess. 13 During the next 15 years the Authority 14 will have stewardship over 3 to 4 billion regional 15 dollars. Its stewardship over this period will 16 determine whether congestion on our regional 17 network will be less or continue to lead the 18 nation. 19 Previous TransAction plans have been 20 largely collections of locally nominated projects. 21 For our region to be globally competitive, 22 TransAction 2040 must be strategically focused on</p>

Page 86	Page 88
<p>1 solutions that best meet the most significant</p> <p>2 regional demands. All projects of great regional</p> <p>3 significance, including the Bi-County and Tri-</p> <p>4 County Parkways, American Legion Bridge, New</p> <p>5 Potomac Crossing, and Regional Express Bus Network</p> <p>6 must be evaluated.</p> <p>7 Spreading lots of money around on lots</p> <p>8 of regionally insignificant projects is easy.</p> <p>9 Exercising the discipline to choose wisely and</p> <p>10 focus on projects of greatest regional</p> <p>11 significance is hard, but necessary. To</p> <p>12 paraphrase the recently departed Dos Equis man,</p> <p>13 chose wisely, my friends. Thank you.</p> <p>14 CHAIR NOHE: Just to clarify to this</p> <p>15 point, the actor who played the most interesting</p> <p>16 man in the world is still alive. The Gambrinus</p> <p>17 Import actually sent him to Mars. The Gambrinus</p> <p>18 Import Company of San Antonio, Texas character</p> <p>19 went to Mars. The actor's still doing fine.</p> <p>20 MR. CHASE: Mr. Schwartz endorses all my</p> <p>21 remarks.</p> <p>22 CHAIR NOHE: Mr. Schwartz will be</p>	<p>1 That's where the market is going.</p> <p>2 People want more urban communities even in the</p> <p>3 suburbs. And it may be a completely different</p> <p>4 density, but it does have certain attributes of a</p> <p>5 local street network, complete streets for bike</p> <p>6 and ped, and creates great futures and quality of</p> <p>7 life for people.</p> <p>8 And contrary to what Bob says, these are</p> <p>9 regional solutions. If a million to two million</p> <p>10 people are coming here today and we just spread</p> <p>11 them out in the 1950 suburbs, it won't work. Our</p> <p>12 arterials like Route 50 we saw tonight will only</p> <p>13 get worse, and at some point, at what point do you</p> <p>14 stop widening?</p> <p>15 And, you know, we have to reduce the</p> <p>16 demand on those roads. That's why in this mix of</p> <p>17 things we tend to support those things that</p> <p>18 support walkable, bikeable transit oriented</p> <p>19 centers, whether it's the Bikeshare to East Falls</p> <p>20 Church and West Falls Church, Potomac Yard Metro</p> <p>21 Station, Crystal City streets and transit, the</p> <p>22 East Falls Church regional connectors, Seven</p>
Page 87	Page 89
<p>1 followed by Kevin Wright.</p> <p>2 MR. SCHWARTZ: You've heard of yin and</p> <p>3 yang. I'm Stewart Schwartz, an Executive Director</p> <p>4 of the Coalition for Smarter Growth. We're a 19-</p> <p>5 year- old organization. I work in close</p> <p>6 partnership with those doing smart growth</p> <p>7 development, work closely with Conservation</p> <p>8 Community of Affordable Housing groups as well.</p> <p>9 We definitely appreciate the hard work</p> <p>10 of this body, elected officials, the staffs that</p> <p>11 have worked so hard on this and are trying to</p> <p>12 evaluate these projects in a holistic way,</p> <p>13 looking at all the needs that transportation can</p> <p>14 meet in our community in terms of quality of life.</p> <p>15 We don't want to lose sight of an end</p> <p>16 goal and, you know, we have promoted this idea for</p> <p>17 a long time. It is now adopted in Region 4,</p> <p>18 Region Forward. It's part of the focus of just</p> <p>19 about every jurisdiction right now and every</p> <p>20 developer, and that is that the mixed-use,</p> <p>21 walkable, mixed-income, bikeable and transit-</p> <p>22 accessible communities are the future.</p>	<p>1 Corners ring road, actually is a key TOD transit</p> <p>2 oriented and development supporter, while we will</p> <p>3 support these same things at their Loudoun County</p> <p>4 Metro stations as well.</p> <p>5 The other transit investments, West End</p> <p>6 Transitway, Blue Line traction upgrade, connector</p> <p>7 buses, and so forth. I won't list them all.</p> <p>8 You know, the problem with the</p> <p>9 congestion reduction metric is that it, you know,</p> <p>10 it doesn't recognize induced traffic. If you</p> <p>11 build it, they will come. And you know, there are</p> <p>12 a lot of widenings in here. We understand the</p> <p>13 pain and we deal with it as well. We all, all of</p> <p>14 us drive at some point and deal with this traffic</p> <p>15 and deal with the bottlenecks.</p> <p>16 We can fix them, but then what's the</p> <p>17 plan 10, 20, 30 years down the road? And I think</p> <p>18 we have to do a lot more with scarce money to</p> <p>19 reduce the demand to drive through the way we</p> <p>20 design our land use. The Route 28 interchange is</p> <p>21 arguably more important than the expansion of I-66</p> <p>22 too far west. I mean it does address a bottleneck;</p>

Page 90	Page 92
<p>1 although, we're nervous about allocating all your 2 money and not keeping it as a full State 3 responsibility.</p> <p>4 We actually wanted a transit and land 5 use first alternative for that corridor combined 6 within an interchange fix like that particular 7 one. You know, this Route 7/Battlefield bypass is 8 very interesting and troubling in some ways. 9 We're glad it's going to improve safety, 10 pedestrian, bike access. We understand the 11 dangers and risk of this bottleneck, but, and I'll 12 finish with this, think about how much easier you 13 make it to live even farther out every time we 14 expand one of these.</p> <p>15 So we really have to think about the 16 land uses to the west in Loudoun. Some of our 17 friends in West Virginia, we make it too easy to 18 commute long distances and people will as long as 19 gas prices remain low.</p> <p>20 So thank you very much as you wrestle 21 with this and we'll send our comments later in 22 formal writing. Thank you.</p>	<p>1 it also removes the light for. So it takes those 2 last two chokepoints away and that's one of the 3 reasons this is such a dangerous intersection.</p> <p>4 As you've heard, it is operating at a 5 Level of Service F and one of the things it does 6 that also hasn't been highlighted yet, is it's 7 creating congestion within the town of Leesburg, 8 as well as the impact for the east-west corridor. 9 And as it impacts that traffic, so we talked about 10 how Battlefield is our internal network for our 11 local residents, our local residents aren't able 12 to function on that road because of the, as we 13 refer to it, fascinating long light because we're 14 trying to favor Route 7 east and west.</p> <p>15 So they then find their way on to the 16 Route 7, 15 bypass, which is intended for 17 interstate traffic. And it's just putting that 18 much more traffic onto that major chokepoint.</p> <p>19 Ever year we wait the congestion is only 20 going to get worse. I previously served as chair 21 of the planning commission. I was sitting there 22 and I was realizing that was like 12 years ago and</p>
Page 91	Page 93
<p>1 CHAIR NOHE: Thank you, Mr. Schwartz. 2 Next we have Kevin Wright, to be followed by Sonya 3 Breehey.</p> <p>4 MR. WRIGHT: Mr. Chair, members of the 5 Authority, thank you. My name is Kevin Wright. 6 I'm a resident of the town of Leesburg and you'll 7 be very surprised to hear that I'm here to talk 8 about Route 7 and the Battlefield Parkway 9 interchange. I will do my best not to repeat the 10 points that have already been made.</p> <p>11 I will highlight this is obviously a 12 regional improvement. This traffic is moving not 13 just regionally, but as our mayor stated, in an 14 interstate method.</p> <p>15 This project was previously identified 16 in the TransAction 2040. This will be the last 17 kind of pegged to make Route 7 achieve the limited 18 access highway. And the one point that hasn't 19 been highlighted yet is this is a two-for-one 20 project. So there's actually two lights that this 21 removes. So it's the light at Battlefield and 22 there's an immediately adjacent intersection that</p>	<p>1 this was a major priority then. It is even more 2 of a priority now. Every year we wait, as you 3 guys well know, watching the cost of these 4 projects go up, the congestion's going to get 5 worse. The cost of this project's going to go up.</p> <p>6 And the impact of the other projects 7 that are being done along Route 7 to relieve that 8 congestion will not be realized unless this last 9 chokepoint is met because we're backing up all the 10 way through those other projects.</p> <p>11 So with that, I'll thank you for your 12 time and appreciate your all's consideration.</p> <p>13 CHAIR NOHE: Thank you, sir. Next we 14 have Sonya Breehey, followed by Kelsey Crane. 15 Folks, we're coming near the end of our list. If 16 there's anyone who hopes to speak tonight, but has 17 not yet signed up, this will be your last call to 18 do so. Good.</p> <p>19 MS. BREEHEY: Good evening. My name is 20 Sonya Breehey and I'm here tonight to speak as a 21 Falls Church resident. I've come to ask that you 22 approve the funding for the City of Falls Church</p>


<p style="text-align: right;">Page 94</p> <p>1 by shared connections to the Orange and Silver 2 Line Metrorail station as part of your fiscal year 3 2017 program.</p> <p>4 Capital Bikeshare is a great program 5 that has proven successful around the region and I 6 want to see it expanded to Falls Church. Having 7 Bikeshare in my community would offer a very real 8 transportation option for me and my family, as 9 well as many Falls Church residents, people who 10 work in the city, and those visiting.</p> <p>11 Falls Church is lucky to have access to 12 the Orange and Silver Line, but the East and West 13 Falls Church stations aren't always close enough 14 to walk. As an example, I live within a few miles 15 of the Metro and I use it frequently, but 16 accessing the stations usually requires that I 17 drive or have someone drop me off.</p> <p>18 Having access to Bikeshare would provide 19 a new option for accessing transit. It would also 20 encourage local trips around town to be made by 21 bike instead of car, altogether helping to remove 22 cars from the local roadways and reducing</p>	<p style="text-align: right;">Page 96</p> <p>1 Fairfax, enhance those connections to the transit 2 stations and the regional trail network.</p> <p>3 But now they're working to expand 4 Bikeshare to the city by next summer. Falls 5 Church Bikeshare is an important piece to a 6 regionally significant Bikeshare network that 7 ultimately supports multimodal improvements to the 8 I-66 corridor. It is a cost effective, congestive 9 relief program and I ask the NVTa to please 10 support the City's efforts and provide capital 11 funding necessary to make the Bikeshare in Falls 12 Church a reality. Thank you.</p> <p>13 CHAIR NOHE: Thank you. Next we have 14 Kelsey Crane, will be followed by Preston Banks.</p> <p>15 MS. CRANE: Good evening, Chairman, and 16 Commissioners. Kelsey Crane. I am with the 17 Sierra Club, the oldest and largest environmental 18 nonprofit in the country. I'm here today. I'm 19 representing the over 15,000 members in Virginia.</p> <p>20 During the past 15 years, Northern 21 Virginia and Metropolitan Washington region have 22 moved toward focusing development in more compact,</p>
<p style="text-align: right;">Page 95</p> <p>1 congestion.</p> <p>2 The addition to Capital Bikeshare to 3 Falls Church would also provide access to 4 neighboring networks in Arlington and soon Tysons 5 in Fairfax County, and will help to build out the 6 larger network that also includes DC, Alexandria, 7 and Montgomery County.</p> <p>8 Having access to this network offers me 9 choice when I plan my trips, and it also, also 10 offers me choice when my planned route is 11 congested or experiencing delays. I may just pick 12 up a Bikeshare if I learn that there are service 13 disruptions on the Metro or that significant 14 roadway congestion is complicating my drive.</p> <p>15 Having several options, transportation options to 16 navigate my commute offers me greater reliability.</p> <p>17 The City of Falls Church has been making 18 great strides in promoting bicycling. They've 19 adopted a bicycle master plan. They've 20 implemented several bike routes and 21 infrastructures around the city, including working 22 with neighboring jurisdictions in Arlington and</p>	<p style="text-align: right;">Page 97</p> <p>1 mixed-use communities near transit. These 2 decisions are reaping significant economic 3 benefits as major employers and retail businesses 4 seek to locate in walkable, bikeable areas near 5 transit.</p> <p>6 They also significantly mitigate traffic 7 congestion by giving people more alternatives and 8 reduce pollution and green house gases, gas 9 emissions. Transportation accounts for 26% of 10 carbon emissions in the United States. Our 11 regional transportation investments should 12 encourage those paths for focusing growth in 13 activity centers near transit and expanding 14 transportation choices in Virginia.</p> <p>15 Our experience has shown time and time 16 again that new road capacities fill up quickly and 17 an effective congestion mitigation strategy must 18 focus on reenforcing more compact mixed-use, 19 transit-oriented development such as the Route 1 20 corridor and a VRE station area in Prince William, 21 the future Silver Line station areas around 22 Loudoun, Tysons' downtown Falls Church, and the</p>

<p style="text-align: right;">Page 98</p> <p>1 Blue Line corridor in Arlington and Alexandria.</p> <p>2 Major employers want to locate in these</p> <p>3 kinds of areas and people will pay a premium to</p> <p>4 live in these kinds of areas. Focus on expanding</p> <p>5 transportation choices will better address the</p> <p>6 root causes of our congestion problems and much</p> <p>7 better add lasting values for our communities and</p> <p>8 our local tax basis.</p> <p>9 Often municipalities develop long term</p> <p>10 plans for environmental sustainability initiatives</p> <p>11 and transportation plans distinctly and</p> <p>12 separately. Transportation planning can</p> <p>13 successfully address the relationship between</p> <p>14 transportation and climate change by prioritizing</p> <p>15 well-connected, multimodal, and transit options.</p> <p>16 NVTa's ranking system does include a</p> <p>17 broad range of measures that take into account</p> <p>18 cost effectiveness, coordination with land use,</p> <p>19 and reducing vehicle miles traveled. The smaller</p> <p>20 scaled projects such as improved bicycle and</p> <p>21 pedestrian connections to transit at East Falls</p> <p>22 Church and Arlington and stations in Falls Church</p>	<p style="text-align: right;">Page 100</p> <p>1 be included in the FY2017 program.</p> <p>2 The first is the I-66/Route 28</p> <p>3 interchange improvement. The second is the Route</p> <p>4 28 widening from Prince William County lines and</p> <p>5 Route 28. Being on Route 20 is even longer and I</p> <p>6 think it's, we can move people from the congestion</p> <p>7 and traffic on Route 28 to their homes or work or</p> <p>8 wherever their destination is, that'd be a great</p> <p>9 thing.</p> <p>10 In regards to the Manassas Park VRE</p> <p>11 Station Parking Expansion, I was surprised by its</p> <p>12 rating. Chairman Nohe made an excellent point.</p> <p>13 We are a diverse region. This is a diverse</p> <p>14 project. Riders at the Manassas Park ferry station</p> <p>15 parking lot come from all areas in Northern</p> <p>16 Virginia. Forty-five percent come from Prince</p> <p>17 William County. Thirteen percent come from Mayor</p> <p>18 Parrish's City of Manassas, thirty-three percent.</p> <p>19 And 13% come from Fairfax County.</p> <p>20 I also think that the Manassas Park VRE</p> <p>21 Station Parking Expansion project provides model</p> <p>22 balance or project balance. Out of the 24</p>
<p style="text-align: right;">Page 99</p> <p>1 have a big bang for the buck because they are much</p> <p>2 less expensive in most road projects and they act</p> <p>3 in concert with positive land use patterns and</p> <p>4 make it possible for people and easy for people to</p> <p>5 walk, bicycle, and use transit in the region.</p> <p>6 These projects have a regional benefit</p> <p>7 by connecting to regional transit systems and</p> <p>8 relieving pressure on the regional road network.</p> <p>9 Some of these projects should be funded, but they</p> <p>10 are not currently funded in the 2017 project</p> <p>11 selection process. Thank you for your time.</p> <p>12 CHAIR NOHE: Thank you very much. Next</p> <p>13 we have Mr. Banks whom I owe an apology. I did</p> <p>14 not have you on the --</p> <p>15 COUNCILMEMBER BANKS: I fell asleep.</p> <p>16 CHAIR NOHE: You should have been up</p> <p>17 front. I apologize. Mr. Banks, Councilmember</p> <p>18 Banks will be followed by Howard Albers.</p> <p>19 COUNCILMEMBER BANKS: Thank you and</p> <p>20 thank you, Chairman Nohe, and NVT members for this</p> <p>21 opportunity to speak tonight. I speak on behalf</p> <p>22 of the City of Manassas Park for three projects to</p>	<p style="text-align: right;">Page 101</p> <p>1 projects on the list, only 6 are transit. Now,</p> <p>2 and especially in the future, we need to move</p> <p>3 vehicles off the roads and I think we need to</p> <p>4 support transit, or mass transit projects.</p> <p>5 And my last reason for the Manassas</p> <p>6 Parking station is it's the only project in</p> <p>7 Manassas Park. So, and it's also a safety issue</p> <p>8 too because as the parking lot gets crowded,</p> <p>9 people have to cross the railroad tracks. And at</p> <p>10 6 o'clock or 7 o'clock in the morning, adults</p> <p>11 running across railroad tracks isn't the safest</p> <p>12 thing. And eventually an accident's going to</p> <p>13 happen.</p> <p>14 So I ask for you to include in the</p> <p>15 FY2017 program these three projects. And again,</p> <p>16 it's Route 28 widening, the I-66/Route 20</p> <p>17 interchange improvement, and the Manassas Park VRE</p> <p>18 Station Parking Expansion. Thank you.</p> <p>19 CHAIR NOHE: Next we have Mr. Howard</p> <p>20 Albers, followed by Robert Mandle.</p> <p>21 MR. ALBERS: Good evening. My name is</p> <p>22 Howard Albers and I live in Fairfax, Virginia.</p>

Page 102	Page 104
<p>1 And I'm a member of the board of the Fairfax 2 Alliance for Better Bicycling, also known as FABB. 3 I'm speaking on behalf of the board of directors. 4 FABB recommends that the Northern 5 Virginia Transportation Authority approve funding 6 for Project 6W, also known as the Falls Church 7 Bikeshare Connections to the Orange and Silver 8 Metro stations. The project will help reduce 9 congestion in Falls Church city streets that plays 10 a key role in providing short distance 11 transportation needs. 12 For the most part, regional public 13 transportation networks exist in Northern Virginia 14 and plans are in process to improve the network. 15 The weakest link, however, is traveling the short 16 distance to the nearest bus stop or to the nearest 17 rail station. The proposed Bikeshare service will 18 help resolve this weakest link. 19 The system design will have as it's 20 anchor ports, points that East Falls Church and 21 West Falls Church Metro stations, having 22 appropriately spaced Bikeshare stations between</p>	<p>1 researched Bikeshare proposal and it deserves to 2 be funded. The Project 6W will improve the health 3 and fitness of the users, contribute to the 4 environment, and most of all, reduce congestion in 5 the city. And also help connectivity within the 6 region. Thank you. 7 CHAIR NOHE: Thank you. Next we have 8 Robert Mandle, follow by Robert Whitfield. 9 MR. MANDLE: Good evening. My name is 10 Rob Mandle. I'm the chief operating officer for 11 the Crystal City Business Improvement District. 12 We're a public/private partnership that's charged 13 with changing how people see, perceive, and 14 experience Crystal City. And as Chairman Nohe so 15 artfully illustrated, transportation matters for 16 perception and experience. And so that's why I'm 17 here today. 18 Accessibility is an important part of 19 our, of our program in Crystal City and we wanted 20 to talk a little bit about the Crystal City 21 streets and transit project. I think it's 8Y. 22 As a bit of context, the Crystal City</p>
Page 103	Page 105
<p>1 the anchor points are needed to make the system 2 operate efficiently. Bikeshare will provide 3 commuting in the city of Falls Church for those 4 that walk and will give them another transit 5 opinion, one that complements the existing bus and 6 Metro operations. The neighboring jurisdictions 7 as was earlier said, the district Arlington, 8 Alexandria, and Fairfax County have or will soon 9 have Bikeshare systems. 10 Bikeshare will provide a low cost 11 transportation solution and needs to be funded. 12 For FY17, Project 6W is the only transportation 13 package aimed exclusively for bicycling. Federal 14 and Commonwealth of Virginia policies are clear 15 that bicycling as a form of transportation and 16 must be included in all decisions for making 17 transportation decisions. 18 In 2015, the City of Falls Church 19 approved their bicycle master plan and included 20 the tag line, Connecting Communities. It's begun 21 a good planning process to build new trails and 22 bike lanes and they have submitted a well-</p>	<p>1 area consists of about 10 million square feet of 2 office, about 8,000 residential units. It's 3 almost 6,000 hotel rooms and about a million 4 square feet of retail. You take a slightly wider 5 lens, we're actually the largest downtown district 6 in the entire Commonwealth. Even greater than 7 Richmond, and that's including Pentagon City, 8 Potomac Yard, the Pentagon, and the airport. 9 And as with any major downtown, getting 10 people to, through, and from is especially 11 critical to maintaining economic sustainability 12 and driving economic activity. The Crystal City 13 Streets project, which includes regionally 14 significant roadway improvements, as well as an 15 extension to the area. The region's first 16 regional VRT system is one such investment. 17 Now this project enhances regional 18 mobility in a number of ways that were explicitly 19 touched upon in the original application by 20 Arlington County. First it supports the Crystal 21 City Sector Plan which envisions a large 22 revitalization plan for Crystal City that's going</p>

Page 106	Page 108
<p>1 to increase density quite significantly, and in so 2 doing, the project will expand transit capacity, 3 as well as reconfigure roadways to reduce 4 spillover effects onto US Route 1 in particular. 5 Second, the project actually leverages 6 funds that were, were outlaid in fiscal year 2014 7 by this body to mitigate Blue Line service 8 reductions through additional bus capacity. And 9 the current Arlington County Transit Development 10 Plan has a premium bus line that isn't technically 11 approved yet, but is likely to be. And this new, 12 new line will actually utilize the new transit 13 extension that is part of this project in a way 14 that speeds, speeds access, and enhances 15 reliability between Fairfax, Alexandria, and this 16 major job center, not to mention the regional 17 Metrorail system. 18 Finally, the Crystal City Streets 19 Project does something else for a project that's 20 coming. The Interstate 395 HOT Lanes project is 21 actually going to increase capacity for the 22 highway and vehicles entering into Crystal City</p>	<p>1 consider regional projects and I have proposed - 2 and I haven't got this into legislative form - for 3 it to be considered a regional project. It seems 4 to me that the majority of benefit has to be to 5 the region rather than to the locality. And so 6 I'm going to propose to general assembly something 7 like the majority of the benefits have to be 8 beyond a certain radius, whether it's three miles 9 or five miles. 10 So certain projects on here, such as 11 bike stands in East Falls Church, clearly have no 12 role in a regional funding plan. In fact, they 13 presented information to the NVTC last week, which 14 I think said something like there were, I think 15 there were 12 bike ports, but the whole point is 16 the cost of this project is astronomical. Reminds 17 me of the million dollar bus stop. 18 We need to focus on regional needs. 19 Local needs have funding separate than this and 20 let the localities decide that. 21 I guess I want a claim for VDOT the 22 benefit of those new traffic congestion signs and</p>
Page 107	Page 109
<p>1 without major changes to the local roadway 2 networks. The congestion mitigation benefits of 3 that project will suffer. 4 So I'm hoping that you guys will take a 5 second look at the Crystal City Streets project to 6 help ensure continued access and economic 7 sustainability. Thanks. 8 CHAIR NOHE: Thank you, sir. Next we 9 have Rob Whitfield, to be followed by Matthew 10 Kahn. 11 MR. WHITFIELD: Good evening, Chairman 12 Nohe, and members of the NVTa. I'm dressed like 13 this because I spent much of the afternoon on I-66 14 and the beltway. I had to go up to Rockville and 15 back and there was a truck fire somewhere along 16 the way that really set me back, so. 17 I assume that the projects we're 18 reviewing here are just the regional funding 19 projects. Has nothing to do with the local 20 funding; is that correct? 21 UNIDENTIFIED SPEAKE: That's correct. 22 MR. WHITFIELD: So therefore, we need to</p>	<p>1 certainly, and the overhead signs on the time of 2 travel. This morning trying to get into the Metro 3 board meeting, I got to the beltway and the sign 4 said 32 minutes to the Roosevelt Bridge. And I 5 thought, oh God, what am I going to do. So I 6 actually went down to Springfield and up 395. I 7 made it in 22 minutes to the 14th Street Bridge. 8 Signage is the kind of thing that we 9 need within the region, improved signage. 10 Unfortunately, we only have it on certain roads. 11 We don't even have it on the Dulles toll road. 12 As to the Leesburg situation, I observed 13 a bad accident there a couple years ago the day 14 after Thanksgiving and I suggested as a near term 15 step you need a variable traffic sign as you come 16 westbound from where Wegmans is and there's a 17 Holiday Inn there. And right now that sign says 55 18 miles an hour. I have no idea why it's 55. It 19 should be a variable sign based on the congestion 20 due to the shopping center. 21 I support the Battlefield overpass as I 22 do see it's benefit. By contrast, we heard about</p>

Page 110	Page 112
<p>1 Herndon. I certainly don't see the benefit of 2 that project to the overall regional need. 3 The other thing which I'm sorry we don't 4 have is the integration of the VDOT projects where 5 the VDOT funding is in relationship to the NVT 6 projects because it would help us see on the 7 locality, in the localities where the benefits 8 are. 9 And so I will provide you more comments 10 in writing. 11 CHAIR NOHE: Thank you, Mr. Whitfield. 12 Mr. Kahn. You get to bring us home tonight. 13 MR. KAHN: Chairman Nohe, and members of 14 the Authority, I'm Matt Kahn. I'm a realtor from 15 Falls Realty. And although I'm speaking as a 30- 16 year-resident of the city of Falls Church and a 17 Virginia taxpayer for 35 years, I'm also a 18 director of the Virginia Association of Realtors 19 and past chairman of the Northern Virginia 20 Association of Realtors Public Policy Committee 21 and (inaudible). 22 And I served as a member of the City of</p>	<p>1 If they were proposing traffic light 2 synchronization on Route 7, it would cost less and 3 affect the congestion much more. When a project 4 value is not reflected in noticeable congestion 5 relief, support for the taxes and process will 6 continue to dissipate. 7 I do support the Northern Virginia 8 Business Coalition's priorities, however, 9 including the I-66/Route 28 intersection 10 improvements, and other proposed Route 28 11 improvements north from the Prince William County 12 line; the Route 7 widening from Colvin Mill Run to 13 the Dulles toll road; Metro Blue Line power 14 upgrade; and the Fairfax County Parkway widening 15 from Route 123 to Route 29. 16 In closing, I would ask you to invest 17 our funds wisely. And thank you for your time and 18 efforts to improve our collective quality of life 19 in this area by specifically focusing on 20 congestion relief with traffic. Thank you. 21 CHAIR NOHE: Thank you. And with that 22 we will close tonight's public hearing. I remind</p>
Page 111	Page 113
<p>1 Falls Church's Board of Equalization for 15 years, 2 9 as chairperson. And I was significantly 3 involved in rallying support for the tax increases 4 for congestion reduction related especially to HB 5 599. 6 I come before you to speak in opposition 7 to the Falls Church Bikeshare program and the East 8 Falls Church Metro Access project. I believe that 9 the formula used in evaluating these projects 10 greatly over values these projects and causes 11 funds to be spent in ways which go against the 12 legislative arguments and promises made during the 13 political process that authorized this taxation 14 and spending. 15 Essentially these projects would be 16 spending a disproportionate amount of money for 17 very little, if any, effect on our collective 18 quality of life. People willing to take bike 19 rides significant distances already have bikes. 20 And we couldn't get people to ride on our George 21 bus which tried to facilitate the local 22 transportation.</p>	<p>1 folks that the public comment period remains open 2 until June 17th by 5 p.m. So please feel free to 3 visit our website where there's a number of means 4 by which one can reach out to us and provide 5 further comments. 6 And thank you to all of the speakers who 7 came out and thank you also those of you who 8 patiently sat and heard all these comments with 9 us. 10 With that, again, the public hearing's 11 closed. And we have a -- we actually have a 12 business meeting still. I'll promise members it 13 should be fairly brief. 14 Ms. Backmon, is there anything you need 15 to share with us in the context of the public 16 hearing before we open the meeting? 17 MS. BACKMON: I don't, Mr. Chairman, 18 just to remind, reiterate that the public hearing 19 closes June 17th, or the public comment period 20 closes June 17th at 5 p.m. Your planning and 21 program committee will meet July 1. The finance 22 committee meets next week. We have to make a</p>

<p style="text-align: right;">Page 114</p> <p>1 recommendation on the funding cap and the 2 Authority is scheduled to adopt the program at 3 your July 14th meeting. 4 CHAIR NOHE: Excellent. Thank you very 5 much. 6 (Whereupon the proceedings concluded.) 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22</p>	<p style="text-align: right;">Page 116</p> <p>1 CERTIFICATE OF TRANSCRIPTION 2 3 I, Penny Knight, hereby certify that I am not 4 the Court Reporter who reported the following 5 proceeding and that I have typed the transcript of 6 this proceeding using the Court Reporter's notes 7 and recordings. 8 The foregoing/attached transcript is a true, 9 correct, and complete transcription of said 10 proceeding. 11 12 13 14 15 16 6/20/16 17 Date Penny Knight 18 Transcriptionist 19 20 21 22</p>
<p style="text-align: right;">Page 115</p> <p>1 CERTIFICATE OF NOTARY PUBLIC 2 I, Nate Riveness, the officer before whom the 3 foregoing meeting was taken, do hereby certify that 4 the meeting was recorded by me and thereafter 5 reduced to typewriting under my direction; that 6 said transcript is a true record of the 7 proceeding; that I am neither counsel for, related 8 to, nor employed by any of the parties to the 9 action in which this meeting was taken; and, 10 further, that I am not a relative or employee of 11 any counsel or attorney employed by the parties 12 hereto, nor financially or otherwise interested in 13 the outcome of this action. 14 15 16 17 18  19 Nate Riveness 20 Notary Public in and for 21 the Commonwealth of Virginia 22</p>	

0	2008 36:9	395 69:6 106:20	67 4:9
08 39:4	2010 42:22	109:6	6w 102:6 103:12
1	2013 7:16	4	104:2
1 64:16 65:13 81:11	2014 59:6 66:4	4 37:17 75:21 85:14	7
97:19 106:4 113:21	106:6	87:17	7 36:1 41:4 42:3
10 89:17 105:1	2015 103:18	4,000 30:6	43:16,22 44:2,6,7
100 33:15	2016 1:7	40 4:4 44:22 56:4	46:13,20 47:16
101 4:16	2017 74:4 94:3	84:7	51:17 55:7 57:19
103 85:9	99:10	40,000 49:19	58:15 59:14 60:6,9
104 4:16	2020 11:15,19 12:1	400 33:10	60:17 61:12 68:11
107 4:17	2020's 13:14	43 4:5	68:15 69:4,9 70:19
11 7:17	2030 12:1 13:8	45 4:5 65:12	72:11 74:12 75:7
110 4:17	2040 11:14 12:2	472 70:1	76:7 77:12 78:21
12 47:13 81:11	13:8,14,15 84:8	48 4:6	79:15,17 83:2 84:10
92:22 108:15	85:6,22 91:16	495 29:20 30:3	90:7 91:8,17 92:14
123 68:14 74:14	21st 73:13 74:18	5	92:16 93:7 101:10
112:15	22 29:19 109:7	5 4:3 113:2,20	112:2,12
13 30:6 81:3 100:19	22031 1:12	50 33:6 36:9 39:3	70 4:10 15:3 45:1
14 9:4,6 47:10	24 16:7,8 20:7 21:9	84:6 85:1 88:12	56:4 80:20 81:2
14th 20:12 22:12	61:6 84:5,8 100:22	500,000 73:6	700 73:5
109:7 114:3	25 39:20	51 4:6	73 4:10
15 44:10,11,12	25,000 49:7	535 15:5,6	75 4:11
78:21 79:15 85:13	26 97:9	54 4:7	77 4:11
92:16 96:20 111:1	267 16:14 17:12	55 60:9 82:13	77,000 67:3
15,000 96:19	28 4:3 29:15 32:18	109:17,18	78 4:12
16 70:18	42:3,16 45:8 46:21	56 4:7	7:09 1:8
169 59:6	46:22 49:3 60:9	58 4:8 82:13	8
17 16:5	68:9,9 69:6,14	59 74:1	8,000 105:2
17th 21:16 22:5	74:10,10 79:19 84:9	599 12:8 17:19	80 4:12
113:2,19,20	84:9 89:20 100:2,4	31:13 74:1 84:6,21	80,000 41:10 43:17
19 87:4	100:5,7 101:16	111:5	800 30:8 32:12
1950 88:11	112:9,10	6	81 43:19
1981 64:12	29 68:11,15 74:12	6 47:10 101:1,10	83 4:13
19th 61:5	74:15 112:15	6,000 105:3	87 4:13
1st 22:5	3	6/20/16 116:16	8y 104:21
1u 58:14	3 85:14	60 4:8	9
2	30 40:3,3 80:21	600 31:19 33:7	9 1:7 111:2
2.1 31:20	89:17 110:15	64 4:9	91 4:14
2.2 84:21	300 13:2 32:22 34:4	66 29:15,18,20	93 4:14
20 10:6,7 24:22 85:8	34:6	30:12 32:17,20 47:2	95 30:2
89:17 100:5 101:16	3040 1:11	61:13 68:8 69:5	96 4:15
200 1:11 33:11,14	32 109:4	74:10 84:9 89:21	98 42:19
2000 51:3	33rd 40:13	96:8 100:2 101:16	99 4:15
2001 85:8	35 4:4 49:19 110:17	107:13 112:9	9th 20:11
2002 7:1,14 80:16	350 58:10	668 16:12,17 17:11	
	370 32:17,22 33:18		

a	address 35:15 41:6 62:3 64:13 89:22 98:5,13 addresses 50:15 addressing 67:19 adjacent 91:22 administrator 27:9 admit 15:16 adopt 22:12 114:2 adopted 12:1 22:11 63:14 87:17 95:19 adopting 20:14 adults 101:10 advance 6:15 affairs 67:15 affect 79:6 112:3 affirmative 34:8 afford 21:12 affordable 87:8 afternoon 10:9,14 45:8 81:11 107:13 agencies 8:7 14:10 21:5 25:21 ago 10:6,7 16:6 51:19 80:20 92:22 109:13 ahead 16:4,7 aimed 103:13 airport 44:21 45:3 55:21 56:1,2,3 105:8 albers 3:15 4:16 99:18 101:20,21,22 alexandria 2:8 8:4 27:3 61:2,5,14,16 63:3 65:20 95:6 98:1 103:8 106:15 algonkian 43:22 69:10 alive 86:16 all's 93:12 alleviate 75:18 alliance 84:8 102:2 alliance's 84:18 allison 2:8 27:2 allocate 7:15 9:18 14:21 23:16 73:19	allocated 51:9 allocates 7:11 allocating 34:4 90:1 allow 23:3 allowing 77:4 alluded 75:16 alternative 47:16,19 49:1 63:15 90:5 alternatives 47:8 97:7 altogether 94:21 american 86:4 amherst 50:2 amount 18:21,22 48:6 111:16 analysis 17:22 20:9 analyzed 18:14 anchor 102:20 103:1 ancillary 74:16 annually 45:1 answer 34:18 answering 26:1 anthony 2:21 4:4 anticipate 63:9 antonio 86:18 apologize 99:17 apology 99:13 appearing 41:3 appears 66:9 application 105:19 applications 66:8 84:5 appointee 2:15 26:10 appreciate 5:18 48:4,8 51:11 67:6 72:9,16 78:1 87:9 93:12 appreciates 63:20 appreciative 81:3 approach 85:1 approaching 59:10 appropriate 74:2 appropriately 102:22 approval 60:1	approvals 63:11 approve 43:7 71:5 93:22 102:5 approved 15:3 20:5 22:16 60:8 81:13,17 103:19 106:11 approving 60:16 approximately 45:9 65:7 area 18:19 39:5,6 41:9 42:13,15 45:22 50:18 54:14 59:7 73:17 75:13,14 76:7 97:20 105:1,15 112:19 areas 42:8 62:15 97:4,21 98:3,4 100:15 arguably 89:21 arguments 111:12 arlington 2:9 8:3 21:22 26:22 53:15 53:15 95:4,22 98:1 98:22 103:7 105:20 106:9 arrival 77:15 arterials 88:12 artery 41:14 artfully 104:15 ashburn 45:12 46:1 47:18 asked 77:11 asking 10:13 34:5 56:7,9 57:6,18 58:13 60:16 76:15 asleep 99:15 aspect 35:22 36:14 36:21 55:17 assembly 7:1 26:13 29:7 68:2 108:6 assessment 64:20 assist 49:13 associated 62:18 association 58:9 77:6 78:15 110:18 110:20 assume 107:17
----------	--	---	--

astronomical 108:16 atrium 20:21 attached 116:8 attend 5:11 attention 9:20 39:1 attentive 78:8 attorney 115:11 attract 73:12 attractive 17:4 attributes 88:4 audience 14:2 20:20 authority 1:3,10 5:6 6:12,21,22 22:10 25:20 26:6 29:1,6 29:17 32:22 33:2,11 33:16 34:11,11 40:12 43:7,13 46:6 51:15 61:1 64:7 67:13 70:17 73:2 77:3 78:7 83:22 85:13 91:5 102:5 110:14 114:2 authority's 34:7 84:18 authorized 111:13 available 13:18 16:14 20:21 23:14 73:20 83:21 85:3 avenue 44:17 average 52:8 aviation 44:22 45:3 avoid 54:21	bad 77:17 109:13 bailout 42:15 balance 100:22,22 balanced 14:18 balances 49:21 balancing 17:10 bang 12:21 99:1 banks 3:14 4:15 28:7 96:14 99:13,15 99:17,18,19 barreling 60:11 base 75:17 based 13:13 19:5 35:18 109:19 basing 24:15 basis 12:11 18:4 98:8 bastille 20:13 battle 45:20 48:6 68:17 battlefield 11:7 36:1 36:2 41:4 43:16 44:4,8,13 45:20 48:7 51:18 52:21,21 53:3 54:9 57:19 58:15 60:5,12,17 68:16,17 69:7,12,16 69:21 70:10,20 75:7 77:12 78:10 80:14 80:18 90:7 91:8,21 92:10 109:21 battling 80:15 bear 19:16 28:19 beautiful 10:22 becoming 79:4 82:3 begins 40:2 begun 103:20 behalf 8:13,15 17:2 58:12 77:11,22 99:21 102:3 believe 63:1 68:15 72:1,7,11,15 81:10 84:13 111:8 believed 73:9 believes 73:22 belmont 45:12 beltway 29:19 32:21 107:14 109:3	belvoir 65:6 belvoir's 67:4 beneficial 71:18 benefit 30:20 65:11 71:17 72:15 84:20 99:6 108:4,22 109:22 110:1 benefits 84:3 97:3 107:2 108:7 110:7 benevolent 58:9 berryville 42:4 46:15,16 69:14 79:18 best 9:13 15:21 18:2 18:18,19 28:19 35:14 74:6,8 86:1 91:9 better 98:5,7 102:2 beyond 65:21 108:8 bi 86:3 bicycle 50:1 62:6,18 66:14 95:19 98:20 99:5 103:19 bicycles 53:14,18 bicycling 62:20 95:18 102:2 103:13 103:15 bicyclists 42:20 bids 33:9 big 5:13,15 9:3 16:20 25:5 47:6 48:14 99:1 bigger 13:19 23:1 81:16 biggest 12:20,21 19:6 24:7,14 76:4 bike 44:6,8 50:3,5 55:16 83:11 88:5 90:10 94:21 95:20 103:22 108:11,15 111:18 bikeability 66:21 bikeable 66:11 87:21 88:18 97:4 biker 82:18 bikes 111:19 bikeshare 84:15 88:19 94:4,7,18	95:2,12 96:4,5,6,11 102:7,17,22 103:2,9 103:10 104:1 111:7 bikeway 76:12 billion 31:20 85:14 billions 13:5,5 binder 24:5 bit 6:6,21 17:10 19:16 23:6 72:4 104:20,22 blue 68:13 74:13 84:10 89:6 98:1 106:7 112:13 board 5:9 26:19,21 27:18 28:15 34:3 77:6 80:22 102:1,3 109:3 111:1 board's 61:21 bob 3:12 4:13 80:5 83:16 88:8 bodies 9:5 body 6:22 7:3,10,21 8:21 22:8 68:2 87:10 106:7 bold 72:4 bond 17:1,7 bonus 76:11 books 36:4 bore 18:11 borrow 17:1,5,8 bother 25:16 bottleneck 53:21 65:9,20 89:22 90:11 bottlenecks 41:19 54:12 89:15 bottom 19:1 85:7 boulevard 29:21 45:12 boyce 51:19 bread 10:14 breehey 3:13 4:14 91:3 93:14,19,20 brian 3:8 4:9 64:5 67:11,14 bridge 50:14 86:4 109:4,7 brief 113:13
b			
back 7:1,13 10:18 20:6 25:5,10 26:3 30:9 32:14 33:9,14 36:22 37:1 38:9 43:14 56:17 79:10 107:15,16 backbone 13:22 backing 81:10 93:9 backlogs 85:11 backmon 2:3 25:12 113:14,17 backup 45:5			

[bring - close]

Page 4

bring 28:19 35:22 38:10 39:1 110:12 brings 33:9 broad 46:1 78:9 98:17 broader 33:4 broken 70:17 brought 19:16 32:3 36:8 brt 66:4,6 buck 12:22 99:1 build 32:19 47:8 63:13 74:18 75:17 78:2 89:11 95:5 103:21 building 33:4 built 9:10 11:13 19:9 45:11 82:17 bulova 2:10 26:20 26:20 bureau 68:20 burk 3:6 4:7 28:5 51:14 54:6,7 bus 24:18 30:6 31:10 44:14 66:3 86:5 102:16 103:5 106:8,10 108:17 111:21 buses 89:7 bushue 2:15 26:9,9 busiest 45:2 business 48:2 66:12 73:11,12 75:15 78:14 104:11 112:8 113:12 businesses 71:10 73:6 97:3 busy 36:12 butler 3:5 4:6 28:4 48:11 51:13,15 buzz 40:5 buzzer 39:8 bypass 44:10 90:7 92:16	calculated 66:9 call 11:13 20:1 21:20 35:7 37:7 38:8 39:15,16 93:17 called 11:15 12:8 80:17 calls 37:2 38:4 camela 2:16 campbell 3:9 4:10 67:11 70:15,16 candidate 1:4 16:8 61:6,11 cap 114:1 capacities 97:16 capacity 50:17 106:2,8,21 capital 1:17 11:6 94:4 95:2 96:10 car 94:21 carbon 97:10 cardinal 39:5 60:2 60:13 care 37:9 carpooling 31:10 cars 30:5 37:18,20 42:14 50:8 52:13 57:13 94:22 cash 16:14 casual 5:19 categories 65:19 cause 12:22 13:17 21:7 25:16 33:17,19 caused 45:6 causes 54:22 98:6 111:10 causing 81:20 cds 13:21 center 106:16 109:20 centers 19:22 41:13 47:21 62:9,13,22 66:12 88:19 97:13 central 69:2 century 73:14 74:18 certain 65:18 88:4 108:8,10 109:10 certainly 14:7 21:14 46:17 71:20 109:1	110:1 certificate 115:1 116:1 certify 115:3 116:3 chair 5:2 16:3 26:18 27:13 28:3 34:19,22 35:9,12 39:10 43:9 43:13 45:17,19 48:9 51:13 54:5 56:12 58:3 60:20 64:3 67:10 70:14 72:21 75:1 76:18 77:1 78:4,12 80:3 83:15 86:14,22 91:1,4 92:20 93:13 96:13 99:12,16 101:19 104:7 107:8 110:11 112:21 114:4 chairman 2:2,20 4:3 5:10 26:20 29:1 34:17 40:11 51:15 54:7 60:22 61:2 64:6 67:12 70:17 73:1 77:3 78:6 80:7 80:7,10 83:18 96:15 99:20 100:12 104:14 107:11 110:13,19 113:17 chairman's 29:3 chairperson 111:2 chamber 67:16 68:6 73:5,7,22 74:5 chamber's 70:12 chance 5:7 16:20,22 21:13 34:13 change 47:3 98:14 changed 52:18 changes 107:1 changing 104:13 chapter 58:8 character 86:18 charged 104:12 chart 14:2 chase 3:12 4:13 80:5 83:16,18 86:20 chief 35:17 39:11 54:16 57:17 104:10	choice 95:9,10 choices 97:14 98:5 chokepoint 69:13 79:4,19 92:18 93:9 chokepoints 92:2 choose 34:12 86:9 chose 86:13 church 2:7 8:5 27:5 84:15,15 88:20,20 88:22 93:21,22 94:6 94:9,11,13 95:3,17 96:5,12 97:22 98:22 98:22 102:6,9,20,21 103:3,18 108:11 110:16 111:7,8 church's 111:1 circle 39:18 56:17 circulation 50:1,22 cities 8:3 citizen 70:22 citizens 26:12 57:22 80:17 city 2:6,7,8,11,12,13 9:3 26:15,17 27:4 28:6 61:10,14,16 62:14 63:2,8,11,14 63:20 65:21 88:21 93:22 94:10 95:17 95:21 96:4 99:22 100:18 102:9 103:3 103:18 104:5,11,14 104:19,20,22 105:7 105:12,21,22 106:18,22 107:5 110:16,22 city's 61:3,18 63:18 96:10 claim 108:21 clarify 86:14 class 85:10 classed 8:17 clear 79:17 103:14 clearly 34:2 108:11 clerk 2:16 climate 98:14 close 11:22 40:21 45:22 46:4 87:5 94:13 112:22
c			
c 2:1 3:1 4:1 5:1			

closed 113:11	committee 18:16	concern 36:19 84:18	consideration 12:15
closely 87:7	22:6 54:8 110:20	concerned 82:3,7	17:13 19:6 51:12
closer 46:22	113:21,22	concerns 9:7	56:10 61:11 63:21
closes 50:14 113:19	commonwealth	concert 99:3	63:22 64:2 70:10
113:20	28:15 29:4,16 30:17	concerted 50:7	74:20 76:16 93:12
closing 112:16	32:7,9,18 34:3,9,12	concluded 114:6	considered 16:8
club 96:17	45:4 72:3 74:9,22	concur 48:13	17:3 31:15 74:4
clunky 23:6	103:14 105:6	condition 43:3	85:10 108:3
coalition 80:18 87:4	115:21	confined 55:4	considering 32:16
coalition's 112:8	communities 71:11	congested 68:4 69:7	consistently 73:16
cochaired 80:17	71:12 87:22 88:2	73:16 95:11	consists 54:11 105:1
collaboration 9:11	97:1 98:7 103:20	congestion 12:10,15	constantly 75:22
colleagues 78:9	community 22:3	12:17,19 18:3 19:5	constrained 61:22
collections 85:20	66:12 76:13 87:8,14	19:7,10,12 20:2	constructing 32:6
collective 111:17	94:7	24:17,18 30:22	construction 19:11
112:18	commute 47:12	35:21 43:5 45:13	23:17 65:5 69:16
collectively 14:17	49:8 55:2 90:18	49:5,15,21,22 50:8	74:15
colvin 68:11 74:12	95:16	50:20 62:5,14,20	contact 25:4
112:12	commuter 41:11	67:20 68:1,4,8	context 6:13 15:6
combined 84:21	44:14 59:3 69:5	69:18 71:13,15,17	104:22 113:15
90:5	commuters 44:16	73:21 74:3,6 82:15	continuation 64:21
come 10:18 19:1	commuting 24:17	84:6,16 85:16 89:9	continue 48:20
30:9 32:14 34:15	49:10,11 103:3	92:7,19 93:8 95:1	75:17 85:17 112:6
35:12 40:4 53:4	compact 96:22	95:14 97:7,17 98:6	continued 3:2 107:6
60:10 76:21 77:1,11	97:18	100:6 102:9 104:4	continues 61:16
77:14 89:11 93:21	company 1:17 86:18	107:2 108:22	continuous 82:5
100:15,16,17,19	competing 82:6	109:19 111:4 112:3	contract 63:13
109:15 111:6	competitive 85:21	112:4,20	contracts 22:14
comes 8:22 33:13	complain 24:3	congestion's 93:4	contrary 88:8
40:2,3	complaint 24:4	congestive 17:21	contrast 109:22
coming 5:4 17:13	complements 103:5	96:8	contribute 104:3
19:19 20:4,9 52:16	complete 55:19 60:6	connect 66:19	controlled 58:17
60:9 67:7 78:21	76:8 80:18 88:5	connected 98:15	cool 23:22
79:15 81:15 82:1,2	116:9	connecting 19:21	cooperatively 28:17
88:10 93:15 106:20	completed 65:7 85:8	66:1 99:7 103:20	coordinating 8:21
comment 6:2 20:10	completely 88:3	connections 62:21	coordination 29:11
61:9 113:1,19	completion 65:1	94:1 96:1 98:21	98:18
comments 21:14	complex 36:11	102:7	copies 20:21
22:4 29:3 35:13	complicated 17:15	connectivity 49:16	copy 11:16,21 21:1
48:16 61:4 64:1	17:16	50:2,6,21 62:4,6	corner 75:4 81:7
67:17 90:21 110:9	complicating 95:14	104:5	corners 89:1
113:5,8	component 55:18	connector 50:5 89:6	corporation 64:9
commerce 67:16	63:19	connectors 88:22	correct 43:2 107:20
73:5	comprehensive 7:7	consequently 69:4	107:21 116:9
commission 8:10,11	concentrated 62:8	conservation 87:7	corridor 30:10,13
61:3,6 78:13 92:21	62:13	consider 8:19 13:4	32:14 33:5 42:3
commissioners	concept 9:10	16:21,22 17:17 34:4	44:2 46:13 47:4
96:16		71:16 108:1	49:5 54:11 59:14

60:6 64:12 65:17 66:19 69:14 90:5 92:8 96:8 97:20 98:1 corridors 68:4 73:18 cost 12:18,19 16:12 20:3 33:2,3 62:5 71:16 72:14 93:3,5 96:8 98:18 103:10 108:16 112:2 costs 82:14 council 27:6 61:14 61:20 63:11 councilman 4:15 28:6 councilmember 3:14 99:15,17,19 counsel 14:11 115:7 115:11 counter 10:13 counties 8:1,1,3 21:22 country 11:4 68:22 96:18 county 2:9,10 5:9 26:12,19,21 27:1 29:21 35:17 41:7,17 41:22 42:7,12,16 44:13 48:1,22 49:2 49:18 50:4 54:9 55:13 56:6,19,20,21 58:8,11 59:4 60:16 64:15 65:21 67:15 68:10,14,18,19,21 71:20,21,21 72:5 74:11,14 78:20 81:1 83:1 84:11 86:3,4 89:3 95:5,7 100:4 100:17,19 103:8 105:20 106:9 112:11,14 county's 44:14 couple 7:2 20:10 25:10 27:13,21 46:2 51:19 109:13 court 116:4,6	covers 50:13 craig 3:10 4:11 75:2 76:19 77:4 crane 3:14 4:15 93:14 96:14,15,16 crashes 59:6 60:14 created 7:1,9,13 creates 88:6 creating 43:4 53:12 53:18 60:13 92:7 crisis 67:20 criteria 18:20 20:6 62:4 71:1,14 74:1 criterion 19:3 critical 50:10 64:22 75:12,17 105:11 cross 55:9 101:9 crossing 82:16,20 82:21 86:5 crowded 101:8 crucial 64:14 crystal 88:21 104:11 104:14,19,20,22 105:12,20,22 106:18,22 107:5 ctv 15:17 cuervo 2:5 27:8,8 culvert 50:14,17 curbs 65:12 current 12:2 13:11 49:20 73:20 106:9 currently 30:16 31:16 45:5 51:5 58:16 65:9 99:10 cyclists 50:22	david 28:4 48:11 day 14:8 17:18 20:13 22:13 24:19 39:8,9 41:11 43:17 43:20 47:11 49:8,19 52:14 67:3 75:20 79:12 81:9,10 109:13 days 9:2,5 20:10 dc 14:12 95:6 dead 84:16 deal 5:13,15 38:6,20 55:10 79:12 82:15 89:13,14,15 dealing 37:9 38:3 death 18:12 deaths 65:16 decades 67:5 decide 108:20 decided 16:11 deciding 24:13 decision 14:18 20:17 34:6 decisions 7:5,19 8:13,15 9:11 14:3,7 18:2 23:1 97:2 103:16,17 deck 39:18 dedicated 7:12 23:20 deep 69:1 definite 36:18 definitely 16:21 38:2 48:3 87:9 delays 38:21 95:11 delegate 46:17 82:1 delegates 2:14 deliver 21:19 29:17 delivered 33:19,20 demand 88:16 89:19 demands 86:2 denim 5:17 density 88:4 106:1 departed 86:12 department 8:8 14:13 27:11 44:22	dependent 73:13 depends 55:22 deputy 2:20 4:3 28:11 des 10:19 deserves 104:1 design 23:15 50:14 51:5 63:13 81:4 89:20 102:19 designed 9:9 53:14 designing 32:6 desire 29:16 despite 49:14 destination 49:7 73:11 100:8 detail 21:6 determine 18:17 23:9 85:16 develop 98:9 developed 24:2 30:17 developer 87:20 developing 31:17 development 42:14 43:1 48:21 50:18 56:5 62:13 63:17 64:9,10 66:10,14 71:10 74:8 78:13 81:13,17 87:7 89:2 96:22 97:19 106:9 developments 81:20 deviate 35:3 dictates 85:3 difference 17:11 55:12 57:22 different 9:4,6,7 18:14,20 19:3,21 42:14 57:1 69:5 88:3 difficult 16:16 83:22 84:1 direct 59:9 68:2 directing 59:18 direction 115:5 directions 50:4 directly 22:18 46:9 59:18 60:3
	d 5:1 damage 70:3 dangerous 37:6 41:21 43:3 59:22 92:3 dangers 90:11 data 14:17 18:11 19:22 date 116:17 dave 3:5 4:6		

director 2:3 25:13 27:11 64:8 87:3 110:18 directors 77:6 102:3 disabilities 55:3 disabled 54:19 discipline 86:9 discover 11:21 discussion 18:5,6 36:1 disproportionate 111:16 disruptions 95:13 dissipate 112:6 distance 102:10,16 distances 90:18 111:19 distinct 9:6 distinctly 98:11 distribute 84:2 district 27:8 40:13 40:14,15 46:1,10,11 82:2 103:7 104:11 105:5 diverse 9:1 57:11,12 100:13,13 diverted 60:4 document 22:21 doing 6:12 15:20 24:21 37:12,13 86:19 87:6 106:2 dollar 17:7,8 31:20 32:17 85:3 108:17 dollars 13:2,5 15:5 15:7 16:12,14,17 30:9 31:19 32:13,22 33:10,11,15,18 34:4 45:1,1 56:4 64:15 83:22 84:3,14 85:15 dominates 11:10 donohue 2:20 4:3 15:19 28:12,22 34:20,21 door 47:13 dos 86:12 double 65:11 downtown 38:7 78:14,16 79:2 97:22	105:5,9 dozen 25:20 dr 1:11 draft 16:4 61:4 dramatically 66:6 drastically 47:22 dread 37:16 dressed 107:12 drive 51:21 60:3,13 68:12 74:13 89:14 89:19 94:17 95:14 driven 52:3 driver 52:4 56:1 driver's 50:22 drivers 37:13 65:20 drives 54:19 driving 24:16 31:9 105:12 drop 94:17 drove 47:6 due 42:22 50:17 70:10 109:20 dulles 41:13 42:16 49:3 68:12 109:11 112:13 dumfries 8:7 dump 79:1 duties 59:9 dvds 13:21 dykeman 3:7 4:8 56:13 58:4,6,7 dynamically 30:2	easy 86:8 90:17 99:4 echo 29:3 54:18 economic 56:1,5 64:10 67:21 71:10 74:7 78:13 97:2 105:11,12 107:6 economically 57:10 57:11 edythe 3:8 4:9 60:21 64:4,7 effect 111:17 effective 96:8 97:17 effectively 68:3 effectiveness 98:18 effects 106:4 efficient 43:4 44:20 efficiently 103:2 effort 50:7 73:8 efforts 96:10 112:18 eight 19:3 82:9 eis 63:9 either 38:10 41:15 70:3 elden 42:12 48:18 49:5,12,21 50:14 51:1,10 elected 9:4,5 35:2 72:17 74:18 87:10 electeds 28:8 element 63:18 elements 65:3 elevating 50:15 eligible 65:4 eloquent 78:8 emergency 37:3,22 38:18,19 emissions 97:9,10 emphasis 19:14 employed 115:8,11 employee 115:10 employees 73:6 employers 97:3 98:2 employment 47:21 62:11 encourage 50:7 82:19 94:20 97:12 encourages 62:19	endorsed 61:14 endorses 86:20 enforcement 58:10 58:12 59:7,17,21 60:15 engineering 51:5 64:19 65:2 81:4 enhance 44:16 66:20 96:1 enhanced 66:2 enhances 105:17 106:14 enhancing 73:10 ensure 107:6 entering 67:3 106:22 entire 7:22 8:16 14:18 15:9 48:2 69:13 76:9 105:6 environment 104:4 environmental 51:6 63:4 64:20 96:17 98:10 environments 66:11 envisions 105:21 equal 49:9 equalization 111:1 equals 19:22 equation 17:18 equis 86:12 era 59:20 erosion 65:15 especially 101:2 105:10 111:4 essential 43:3 63:19 essentially 111:15 estimates 56:3 evaluate 20:2 87:12 evaluated 30:18 86:6 evaluates 17:20 evaluating 111:9 evaluation 62:4 evan 3:6 4:7 54:6 56:12,15 evening 5:3,4 26:1 27:15 28:22 29:2 35:5,16 48:8,12
---	---	--	---

49:12 56:14 58:6 60:22 64:6 67:8,12 70:16 73:4 75:3 78:3,6 83:18 93:19 96:15 101:21 104:9 107:11 events 5:12 eventually 101:12 everybody 5:4 25:16 60:10 exactly 78:10 exaggerates 84:19 example 65:19 94:14 excel 18:12 excellent 100:12 114:4 excess 30:11 excited 6:16 exclusively 103:13 exclusivity 7:12 executive 2:3 25:13 44:20 64:8 87:3 exercising 86:9 exist 102:13 existing 50:15 60:6 62:8 66:7 103:5 expand 90:14 96:3 106:2 expanded 94:6 expanding 97:13 98:4 expansion 89:21 100:11,21 101:18 expensive 41:16 99:2 experience 97:15 104:14,16 experienced 42:13 experiencing 95:11 explicitly 105:18 express 8:9 30:1,3,3 34:1 86:5 extends 69:1 extension 105:15 106:13 extremely 22:20	f f 36:4 43:22 69:8 79:11 92:5 fabb 102:2,4 face 36:6 facebook 80:9 facilitate 111:21 facilities 66:7 74:16 facility 44:15 fact 5:14 15:12 38:18 39:1 57:4 68:19 76:10 108:12 factor 19:6 factors 18:1 fair 39:22 fairfax 1:12 2:10,13 8:2,4 26:15,21 42:12,16 48:22 49:2 49:18 50:4 64:9,15 68:14 74:14 84:11 95:5 96:1 100:19 101:22 102:1 103:8 106:15 112:14 fairly 17:18 113:13 falls 2:7 8:5 27:4 84:14,15 88:19,20 88:22 93:21,22 94:6 94:9,11,13 95:3,17 96:4,11 97:22 98:21 98:22 102:6,9,20,21 103:3,18 108:11 110:15,16 111:1,7,8 family 94:8 fantastic 17:7 far 19:6 36:19 46:16 78:9 83:20 89:22 farther 90:13 fascinating 92:13 fashion 38:17 fast 6:15 25:8 faster 15:15 fastest 68:18,22 fatal 52:5 fatalities 31:2 70:5 faults 3:8 4:9 64:5 67:11,12,14 70:14	fault 52:4 favor 41:1 43:15 57:19 77:17 92:14 feasibility 23:12 federal 56:16 57:3 65:6 66:18 68:20 103:13 feedback 14:14 18:7 23:19 24:15 feedbacks 14:5 feel 39:18 79:13 113:2 feels 9:5 feet 105:1,4 fell 99:15 ferry 51:20 100:14 fifteen 85:11 figure 40:18 figuring 9:13 fill 97:16 final 9:14 20:1,16 63:3,9 finally 45:5 69:20 74:15 106:18 finance 31:20 113:21 financially 115:12 find 16:6 20:13 33:8 71:3 77:8 92:15 fine 37:18 86:19 finish 20:10 90:12 fire 54:16 107:15 first 5:15 6:8 12:14 12:16 23:13 25:11 35:3,9 41:4 75:8 90:5 100:2 105:15 105:20 firstly 9:21 fiscal 94:2 106:6 fisette 2:9 26:22,22 fish 11:1 fitness 104:3 five 8:5 19:4 23:16 25:19 52:7 64:15 84:7 100:16 108:9 fix 13:6 24:10 53:8 89:16 90:6	fixing 45:11 70:6 flavor 38:22 flood 50:11 flooding 42:22 50:13 65:14 florida 10:19 flow 14:2 flyover 36:5,15 focus 12:3 46:7 86:10 87:18 97:18 98:4 108:18 focused 85:22 focusing 18:3 96:22 97:12 112:19 folks 14:7 25:21 35:20 39:20 57:20 79:13 82:22 93:15 113:1 follow 104:8 followed 43:10 45:18 48:10 51:14 54:6 56:13 58:4 60:21 64:4 67:11 70:15 72:22 75:2 76:19 78:5 80:5 83:16 87:1 91:2 93:14 96:14 99:18 101:20 107:9 following 68:7 74:5 116:4 foregoing 115:3 116:8 foremost 12:14,17 forest 77:5,7,22 forever 28:8 forgive 6:15 form 13:19 103:15 108:2 formal 6:1 90:22 formalized 6:5 formula 111:9 fort 65:6 67:3 forth 83:3 89:7 forty 19:4 100:16 forward 18:9 22:15 25:8 31:22 34:14 51:10 63:20 69:17 70:8 74:17 83:14
--	--	--	---

87:18 four 8:1,1 11:20 50:4,6 59:12,17 65:10 80:19 fourth 14:20 frame 6:11 frankel 3:8 4:9 60:21 64:4 frankly 18:11 free 39:18 113:2 frequent 42:22 50:12 frequently 94:15 friend 80:8 friendly 48:2 66:14 friends 10:20 14:22 86:13 90:17 front 99:17 frustration 68:1 full 33:17 63:22 90:2 function 19:8 92:12 fund 12:7,13 14:4 16:11,17,18 17:2 18:20 21:12 23:12 46:19 47:15 48:3 54:3 72:19 funded 42:1 63:2 71:3 81:4 99:9,10 103:11 104:2 funding 7:10 8:21 16:10,10 17:17 18:8 19:19 22:16 23:6,7 23:11 30:9 32:17 43:15 51:8 57:3 58:14 60:8 61:7,11 63:19 64:20,21 65:5 67:18 70:10 71:5 72:10 73:9,19,20 76:6 80:20 82:4,10 83:12 93:22 96:11 102:5 107:18,20 108:12,19 110:5 114:1 funds 7:11,15 14:20 19:21 33:6 66:18 69:15 85:5 106:6 111:11 112:17	further 17:9 41:13 62:20 113:5 115:10 furthermore 68:22 furthest 73:21 future 17:9 23:8 24:11 49:20 87:22 97:21 101:2 futures 88:6 fy17 6:13,20 20:15 61:4,7,10,15 63:2 64:1 103:12 fy18 23:4 fy2017 1:5 21:17 67:17 70:11 100:1 101:15	37:1 39:2 41:10 43:17 44:8,8 47:10 54:21 55:7 72:12,18 73:20 75:19 77:20 78:2 81:8,9 93:4,5 107:14 111:11 goal 74:2 76:9 87:16 goals 62:1 god 109:5 goes 18:11,21 45:7 71:7 going 11:8 13:16,19 13:20 14:15 18:9 20:8 21:6 22:2 23:1 23:3 25:9,11,16 26:4 29:10 34:22 35:3,7,20 37:15,16 37:19 38:14 39:14 39:14 40:20 41:6 46:19 47:3,22 48:1 48:5 55:16 63:3,10 75:22 77:2,8,19,20 78:18 79:10 81:18 82:5,12 88:1 90:9 92:20 93:4,5 101:12 105:22 106:21 108:6 109:5 good 5:3 16:20,22 28:22 48:12 55:22 56:14 58:6 60:22 64:6 67:12 70:16 75:3 77:19 78:3,6 82:8,14,15 83:18 93:18,19 96:15 101:21 103:21 104:9 107:11 gotten 15:10 government 67:15 71:22 governments 14:11 29:6 61:21 84:3 governor's 2:15 26:9 grade 36:4 42:2,5 44:5 45:6 57:8 69:9 69:11 79:11 grateful 80:1	great 33:12 39:12 43:14 54:21 71:2 76:13 80:11 86:2 88:6 94:4 95:18 100:8 greater 95:16 105:6 greatest 86:10 greatly 66:2 111:10 green 97:8 greenway 47:8,17 47:19 48:14 49:3 ground 15:14 group 10:8 54:18 80:17 groups 87:8 growing 68:18 growth 43:6 62:8,10 62:16 67:2 75:15 81:21 87:4,6 97:12 guess 11:3 28:10 108:21 guide 22:22 guy 5:20 guys 57:5,6,20 75:9 76:16 93:3 107:4 gwen 3:11 4:12 76:19 78:5,5
	g		h
	g 5:1 gambrinus 86:16,17 gas 90:19 97:8 gases 97:8 general 7:1 26:13 29:22 45:3 68:2 81:21 108:6 generate 22:22 generates 44:22 56:3 generating 22:21 gentlemen 5:3 george 111:20 getting 36:16,17 37:10 38:16 42:4 76:6 105:9 give 12:21 14:22 18:8 19:14 21:20 39:21 56:10 68:3 70:9 76:16 83:4,5 103:4 given 39:11 40:1 56:9 63:22 66:11 giving 97:7 glad 90:9 globally 85:21 go 5:17 10:10 11:5 16:3,3,7 17:1 19:11 20:19 24:6 25:2,5,8 25:9 26:3,5 33:21 33:22 35:9 36:12,22		hal 26:16 half 52:7,8 65:8 hall 5:5 21:21 22:1 61:8 halt 53:4 hand 13:21 21:18 handling 32:12 happen 33:13 80:1 101:13 happened 54:15 happening 48:21 83:9 happens 9:4 happy 34:18 hard 9:12 14:22 86:11 87:9,11 harpers 51:20 harry 2:12

hazard 54:1 hb 12:8 17:19 74:1 84:21 111:4 head 15:19 headed 45:9 health 104:2 hear 5:22 18:7 21:14 40:5,20 55:16 91:7 heard 9:22 41:22 54:11,14,16 55:14 56:8 69:20 75:10 87:2 92:4 109:22 113:8 hearing 1:4 5:5 6:1 20:12 22:19 25:9 35:1,6 51:7 112:22 113:16,18 hearing's 113:10 heavily 59:2,14 69:6 heavy 8:22 49:11 helen 2:5 27:8 help 15:15 18:1 30:11 31:20 60:18 75:18 76:8 95:5 102:8,18 104:5 107:6 110:6 helping 94:21 helps 31:7,9 62:14 hereto 115:12 herndon 8:6 27:22 40:14,16,22 42:10 46:3 48:15,19 49:6 49:17 51:9 110:1 hero 53:16 high 59:4 85:4 higher 65:22 84:6,7 highest 30:20,22 31:14 56:20 63:7 69:22 highlight 91:11 highlighted 91:19 92:6 highway 15:4 47:5 60:7 64:12,16,18 65:9 66:13,16,17 67:4,8 91:18 106:22	hike 82:18 historic 78:16 hoe 77:9 hold 28:8 holding 85:5 holiday 109:17 home 8:14 11:5 15:15 51:20 57:10 81:9 110:12 homeowners 77:6 homes 71:8 100:7 honed 21:10 hope 25:7 34:7 53:8 67:8 83:12,13 hopefully 9:14 63:11 72:19 hopes 93:16 hoping 45:15 107:4 horrifying 55:9 hospital 38:14,16 hospitals 38:6 hosted 61:8 hosting 22:2 hot 106:20 hotel 105:3 hour 50:20 60:10 65:13 109:18 hour's 47:13 hours 41:20 49:12 59:18 house 2:14 97:8 housing 81:13,19 87:8 howard 3:15 4:16 99:18 101:19,22 huge 9:21 55:11 56:1 57:21	immediately 33:1 91:22 impact 14:15 49:13 63:4 81:20 92:8 93:6 impacted 48:20 impacts 56:2 92:9 implementation 73:13 implemented 95:20 implementing 36:20 implore 79:21 import 86:17,18 importance 64:14 important 5:20 8:12 11:12 12:12,15 16:13 17:12 22:20 23:9,10 28:16 38:17 41:9 42:5 55:17,20 70:13 72:8 81:22 89:21 96:5 104:18 importantly 18:6 30:7 improve 30:12 47:22 66:6,19 90:9 102:14 104:2 112:18 improved 49:22 98:20 109:9 improvement 29:20 38:2 46:20 48:19 51:2 91:12 100:3 101:17 104:11 improvements 30:10 32:14 33:5 62:19 67:5 68:9,10 72:1,10 74:10,11 84:10 96:7 105:14 112:10,11 improving 31:3 50:21 inaudible 5:19 30:13 110:21 include 44:6 62:18 65:14 84:14 98:16 101:14 included 39:6 61:18 100:1 103:16,19	includes 30:6,8 39:5 46:2 50:3 95:6 105:13 including 15:2,10 62:4 65:16 70:4 86:3 95:21 105:7 112:9 income 56:21 87:21 incorporated 24:11 incorporates 50:10 increase 106:1,21 increased 42:14,18 65:15 67:1 increases 111:3 increasing 49:4 incredible 48:6 incredibly 17:6 independent 33:21 indicates 68:21 individual 7:7 individuals 39:15 induced 89:10 information 18:21 108:13 infrastructure 74:7 infrastructures 95:21 inherently 59:21 initiative 47:19 initiatives 98:10 injury 36:10 39:3 70:4 inn 109:17 insignificant 55:16 86:8 instructions 39:11 integration 110:4 intended 51:21 92:16 intent 55:10 interact 19:18,18 71:9 interactive 14:5 interchange 29:16 29:17 32:17,20 33:4 33:18,22 36:2 43:16 43:18 44:6,19 45:11 45:21 46:5 48:7
	i		
	idea 10:15 18:10 83:8 87:16 109:18 identified 12:4 62:1 91:15 identify 39:16 ignored 85:11 ijr 82:7 illustrated 104:15		

51:17 53:1 54:9 57:8,20 58:15 60:17 68:9,16 70:20 75:7 77:12 78:11 79:5,20 82:7 84:9 89:20 90:6 91:9 100:3 101:17 interchanges 30:12 45:6,7 69:12 interconnected 76:9 interest 17:5 48:18 interested 115:12 interesting 86:15 90:8 interloop 53:13 internal 17:22 92:10 intersection 36:4,5 36:7,10 37:2,15,16 39:2 41:5,11 42:1,3 44:9 52:1,5,9,11,12 52:13 53:1,5,11,17 53:18,20 54:4,21 55:9 56:2 58:16,17 59:2,5,10,13 60:3,4 69:8,13,21 70:2,6 75:19 81:8 91:22 92:3 112:9 intersections 36:11 36:12 41:21 42:5 57:15 68:5 interstate 56:22 91:14 92:17 106:20 introduce 25:11 26:6 introduction 28:10 introductions 25:11 27:14 inundated 79:14 invest 15:21 112:16 investing 15:20 85:4 investment 17:9 31:21 33:6 34:15 69:18 70:7 72:12 74:9 105:16 investments 89:5 97:11 involved 25:2 29:12 111:3	involves 14:10 involving 42:20 iowa 10:19 issue 20:3 41:7 48:14 50:15 54:17 63:12 101:7 issues 19:17 29:12 75:18 it'll 23:21 j jacket 5:16 83:3 jackets 5:17 jail 83:1 james 51:19 jarrett 68:12 74:13 jason 3:10 4:11 72:22 75:2,4 jay 2:9 26:22 jeanette 2:6 27:6 jennifer 2:4,21 4:4 27:10,18 40:9,12 jerry 3:7 4:8 58:5 60:20 61:1 job 36:15 39:12 41:13 47:12 83:22 84:1 106:16 jobs 54:20 55:1,8 68:21 71:11 83:2 joining 5:3 joint 81:2 july 20:12 22:5,12 113:21 114:3 june 1:7 20:11,11 21:16 22:5 113:2,19 113:20 jurisdiction 7:8 87:19 jurisdictions 6:11 8:14 14:11 21:3 22:15 66:1,20 95:22 103:6 justification 82:8 k kahn 3:16 4:17 107:10 110:12,13 110:14	karen 2:7 27:4 keep 42:6 82:4 83:14 keeping 90:2 keeps 25:13 kelleher 3:8 4:9 60:21 64:4,6,8 kelly 3:6 4:7 28:5 51:14 54:6 kelsey 3:14 4:15 93:14 96:14,16 ken 3:11 4:12 78:5 80:4,4 kenobi 80:7 kevin 3:9,13 4:10,14 70:15 72:21 73:3 87:1 91:2,5 key 12:6 19:1 34:2 63:17 76:7 89:1 102:10 kincaid 77:5,7,22 kind 6:11 7:19 35:22 38:22 45:13 53:14 76:10 77:17 91:17 109:8 kinds 98:3,4 king 3:7 4:8 58:5 60:20,22 61:1 64:3 kirsten 3:4 4:5 kissimmee 10:19 knight 116:3,17 know 5:11,12 9:2 23:13 26:7 27:16 29:4 31:5,6,7 32:16 33:1,12 36:3 37:8 39:6,7,11 41:5 46:16 55:2 58:7 59:9 67:14 80:8 81:16 82:4 87:16 88:15 89:8,9,11 90:7 93:3 known 102:2,6 knows 39:13 kristen 27:19 40:10 43:10	l labor 68:20 laborshed 69:1 ladies 5:2 land 89:20 90:4,16 98:18 99:3 lane 3:10 4:11 65:10 75:2 76:19,20 77:2 77:4 78:4 81:7 lanes 30:1,1,3,3 37:21,21 50:3 58:18 58:19,19,20,20,21 58:22 59:1 83:7 103:22 106:20 lansdowne 38:8,11 large 8:5 18:21 59:13 105:21 largely 49:10 66:13 85:20 larger 29:18 49:2 50:16 53:13 61:19 95:6 larges 19:8 largest 56:20 96:17 105:5 lasting 98:7 late 77:15,15 law 58:10,12 59:7 59:17,20 60:15 lay 23:11 lead 64:11 85:17 leaders 74:18 leading 73:8 lean 40:20 learn 95:12 leave 83:19 leesburg 8:6 26:13 28:4,5 35:18 36:3 38:6,7,10 40:22 41:12 44:20 45:8 47:20 51:21 52:22 53:11,12,22 54:2,10 55:13 56:15 57:10 57:13,22 58:16 59:4 60:11 68:16 69:11 69:22 70:18 71:20 71:21 72:5,17 75:4
---	--	---	---

75:6,13 78:14,14,16 79:4,13,16 80:13,16 80:19 81:12,15 91:6 92:7 109:12 left 11:16 20:18 40:4 51:20 legal 12:16 legion 86:4 legislative 12:9 108:2 111:12 lengths 54:21 lens 105:5 level 43:21 69:8 92:5 levels 14:14 leverage 19:20 66:18 leverages 106:5 life 67:22 71:7,11 72:2,7 87:14 88:7 111:18 112:18 light 40:1,4 51:22 52:18,18 53:9 82:3 91:21 92:1,13 112:1 lights 37:4,8,11 38:14 60:12 91:20 limit 65:12 limited 44:1 47:4 60:7 76:7 91:17 line 19:15 65:11 68:10,13 74:11,13 84:10 85:7 89:6 94:2,12 97:21 98:1 103:20 106:7,10,12 112:12,13 lines 100:4 link 102:15,18 links 25:3 lisa 3:5 4:6 27:22 45:18 48:10 list 21:9 22:11 25:17 41:8 56:19 68:17 80:22 89:7 93:15 101:1 listed 51:2 listen 67:7 literally 13:5 83:6	little 6:6,21 7:16 13:8 72:4 78:16 104:20 111:17 live 8:17 55:7,12 81:7 90:13 94:14 98:4 101:22 lived 10:1,2 livelihood 79:3 lives 11:11 47:22 49:9 59:19 71:9,19 living 59:19 local 7:6 14:10 29:6 84:3 88:5 92:11,11 94:20,22 98:8 107:1 107:19 108:19 111:21 localities 25:22 84:4 108:20 110:7 locality 57:2 108:5 110:7 locally 63:14 85:20 locate 97:4 98:2 located 55:1 60:2,3 60:12 long 7:16 25:17 53:5 55:4 61:22 67:21 87:17 90:18,18 92:13 98:9 longer 55:2 100:5 look 11:18 12:9,17 17:19 18:4 19:2,17 20:22 23:8 25:8 71:15 74:17 107:5 looked 21:8 71:13 looking 18:16 22:8 45:14 76:6 83:10 87:13 looks 17:22 loop 53:12,13 loops 55:19 lose 87:15 lost 59:11 lot 5:11 9:19 12:19 14:5 15:12,18 18:10 19:14 20:13,17 25:1 25:15,18 28:13 31:5 42:13,21 57:9,11 85:7 89:12,18	100:15 101:8 lots 24:3 30:7 86:7,7 loudon 44:13 80:11 loudoun 2:11 8:2 26:12,19 27:18 35:17 41:7,17,22 42:7 46:6,12 47:7,9 48:1,22 52:15 54:9 55:13 56:6,19,20 58:8,11 59:4 60:15 67:15 68:6,18,21 82:6 89:3 90:16 97:22 love 10:1,5,6 14:1 14:21 low 17:6 65:18 90:19 103:10 lowe's 81:18 lower 49:14 lucky 94:11 lunch 10:9,11 m ma'am 67:10 macbeth 3:6 4:7 54:6 56:13,14,15 58:3 mail 21:18 mails 21:16 main 14:4 25:2 67:4 maintain 6:18 maintaining 32:6 105:11 maintenance 85:11 major 8:1 41:11,14 46:20 47:3 69:4 78:18 92:18 93:1 97:3 98:2 105:9 106:16 107:1 majority 108:4,7 making 7:19 22:9 25:10,14 28:17 36:14 60:7 76:9 95:17 103:16 mall 75:5 man 86:12,16 manager 67:15	manassas 2:6,12 8:4 8:4 11:6 26:17 27:7 28:6 45:3 99:22 100:10,14,18,20 101:5,7,17 mandate 12:9,13,16 mandle 3:15 4:16 101:20 104:8,9,10 manner 62:17 manually 59:18 market 36:2 44:1 69:10 88:1 markets 11:1 17:1 mars 86:17,19 martin 2:2,20 4:3 marty 5:8 maryland 52:14 69:2 78:19 82:2 mass 101:4 master 61:19 95:19 103:19 match 5:16 maternity 83:19 matt 110:14 matter 16:16 70:22 matters 57:9,9 104:15 matthew 3:16 4:17 107:9 mayor 3:5,5,6 4:6,6 4:7 26:16 27:3,22 28:4,5 45:18 46:3 48:10,10,12 51:13 51:14,15 54:7 91:13 100:17 mayors 27:21 mcnulty 3:9 4:10 70:15 72:21 73:1,3 75:1 mean 89:22 meaning 69:16 meaningful 7:15 means 10:15 78:11 80:8 113:3 measure 50:11 66:8 measurement 19:10 measures 84:22 98:17
--	--	--	---

median 66:3	meyer 3:4 4:5 27:20	mobility 105:18	n
medic 37:7	43:11 45:18,19	mode 31:7	n 2:1 3:1 4:1,1 5:1
medium 66:11	48:13	model 100:21	name 5:8 35:16
meet 5:7 62:1 64:22	mic 40:15,18	moines 10:19	40:12 56:14 58:6
86:1 87:14 113:21	middle 10:9 31:16	moment 23:21	67:14 73:3 91:5
meeting 22:7 45:16	midnight 37:17	money 9:17 12:22	93:19 101:21 104:9
61:5,8 77:9 109:3	75:21	13:3 14:15 15:12,20	name's 75:4
113:12,16 114:3	mile 29:19 42:11	17:2,5 23:14,17	nancy 83:19
115:4,9	47:10 65:8 85:9	24:10 33:17 52:17	napper 64:17
meetings 21:22 22:1	miles 45:9,22 47:10	79:10 86:7 89:18	narrow 78:22
39:12	60:10 62:7 65:13	90:2 111:16	nate 1:16 115:2,19
meets 113:22	66:2 83:2 94:14	monica 2:3 25:12	nation 85:18
member 5:8 27:7	98:19 108:8,9	monroe 42:11	nation's 11:6
73:5 102:1 110:22	109:18	montgomery 95:7	nature 76:2
members 29:1,7	milestones 64:22	month 7:20 14:9	navigate 95:16
34:10 40:12 43:13	mill 68:11 74:12	15:3 57:19 63:12	near 20:4 93:15
45:19 51:16 54:7	112:12	months 18:15 24:20	97:1,4,13 109:14
61:1 64:7 67:13	million 8:16 13:2	morning 37:17	nearest 102:16,16
70:17 73:1 77:3	15:5,6 16:12,14,17	41:20 49:11 51:20	nearly 83:1 84:2
78:7 91:4 96:19	17:12,12 30:8 31:19	75:21 79:1 101:10	necessarily 12:20
99:20 107:12	32:13,17,22 33:8,10	109:2	necessary 34:16
110:13 113:12	33:11,14,15,18 34:4	motor 36:8	38:20 43:2 50:17
memorial 64:17	34:6 45:1,1 56:4	motorcycle 51:21	64:21 86:11 96:11
mention 22:17 44:3	61:12,14 64:15 81:3	mount 10:22 11:5	necktie 5:14
106:16	82:14 88:9,9 105:1	64:17	need 23:18,19 24:21
mentioned 20:7	105:3 108:17	move 18:9 22:15	31:11,19 59:16
53:10 70:9 75:22	minchew 2:14 26:11	23:5 31:22 34:14	73:18 79:22 81:16
82:19	26:11 46:17 80:10	45:10 51:10 52:19	101:2,3 107:22
merkel 3:5 4:6	minchew's 82:2	69:17 76:20 79:21	108:18 109:9,15
27:22 45:18 48:10	mind 71:3	100:6 101:2	110:2 113:14
48:12	minimum 59:15	moved 19:15 80:16	needed 10:9 31:22
mess 85:12	mino 2:21 4:4 35:8	96:22	103:1
met 93:9	35:11,14,16	moving 30:4,5 31:4	needing 67:2
method 91:14	minutes 6:5 40:1,5	42:6,6 63:16,20	needle 11:1
meting 115:3	109:4,7	70:7 83:14 91:12	needs 9:6,19 13:6
metric 89:9	missed 28:7	multi 14:9	38:18 43:5 67:4
metro 8:9 44:17	missing 35:13	multimodal 44:5	83:20 87:13 102:11
50:2 68:13 74:13,15	mistakenly 66:9	49:16 50:21 53:10	103:11 108:18,19
84:10,12,15 85:8,12	mittell 2:4 27:10	53:16 55:15 57:8	negotiate 38:1
88:20 89:4 94:15	27:10	61:17 63:18 66:5	neighborhoods
95:13 102:8,21	mitigate 97:6 106:7	76:11 96:7 98:15	71:12 72:2
103:6 109:2 111:8	mitigating 49:13	multiple 14:14	neighboring 95:4,22
112:13	mitigation 45:14	37:20,21 66:9,20	103:6
metropolitan 61:20	50:11 97:17 107:2	multistate 52:11	neighbors 57:4,12
73:17 96:21	mix 88:16	54:1	neither 115:7
metrorail 61:13	mixed 66:13 87:20	municipalities 98:9	nervous 90:1
63:5 85:9 94:2	87:21 97:1,18		
106:17			

net 32:13 network 11:18 13:6 43:5 74:19 85:17 86:5 88:5 92:10 95:6,8 96:2,6 99:8 102:14 networks 95:4 102:13 107:2 never 51:22 new 15:3,8,16 30:1 30:6 44:17 74:15 81:19 86:4 94:19 97:16 103:21 106:11,12,12 108:22 news 77:18,19 nicely 13:18 nick 2:20 4:3 15:19 28:12,20 night 5:12 6:4 nodding 15:19 nohe 2:2,20 4:3 5:2 5:8 16:3 27:13 28:3 34:19,22 35:9,12 39:10 43:9 45:17,19 47:1 48:9 51:13 54:5 56:12 58:3 60:20,22 64:3,7 67:10,12 70:14 72:21 73:1 75:1 76:18 77:1 78:4 80:3 83:15 86:14,22 91:1 93:13 96:13 99:12,16,20 100:12 101:19 104:7,14 107:8,12 110:11,13 112:21 114:4 nominated 85:20 non 31:4 nonprofit 64:10 96:18 normal 59:8,20 north 10:2 41:12 44:9 52:20 53:3,3 62:9 78:19 112:11 northbound 58:20 northern 1:3,10 5:6 6:21 7:4,12 8:9,18	8:21 9:3,17 10:18 11:4,11 15:11 17:6 24:1,13 25:19 27:9 29:9,13 31:12 41:19 52:17 54:12 56:5,6 67:20 73:2,4,7,12 73:22 74:4 82:10 96:20 100:15 102:4 102:13 110:19 112:7 northwest 10:18,21 notable 7:2 notary 115:1,20 note 53:9 noted 56:18 notes 116:6 noticeable 112:4 november 20:6 number 14:21 16:13 17:22 18:12,19 19:1 31:1 41:5 105:18 113:3 nvt 99:20 nvta 5:10 6:20 8:19 9:20 18:5 20:1 57:2 61:4 62:3 80:21 96:9 107:12 110:5 nvta's 61:7 63:2 98:16 nvtatransaction.org 23:22 nvtc 108:13	officers 58:10,13 59:16,17 60:15 officials 27:15 35:2 35:4,6 56:16 72:17 87:10 oh 10:21 11:5,6,6 109:5 okay 16:3 40:20 80:9 81:7 old 87:5 oldest 96:17 oliver 2:7 27:4,4 once 37:8 65:6 one's 38:7 ones 23:10 47:17 ongoing 65:6 online 13:21 open 6:2,3 35:1 72:5 113:1,16 operate 103:2 operating 32:7,8,11 43:21 92:4 104:10 operation 59:21 operations 66:7 103:6 opinion 103:5 opportunities 76:12 opportunity 5:19 29:2 35:15 51:16 64:13 67:17 70:12 75:9 76:5 99:21 opposition 111:6 option 57:3,4 94:8 94:19 options 95:15,15 98:15 orange 94:1,12 102:7 order 17:2 60:18 69:19 ordered 10:11 organization 64:10 87:5 oriented 88:18 89:2 97:19 original 11:14 85:9 105:19	originally 47:2 originating 65:20 ought 83:9 outages 59:7 outcome 115:13 outer 53:13 62:15 outlaid 106:6 outlet 75:5 outlets 75:5 outside 29:18 outstripping 83:21 overall 19:4 76:4 110:2 overalls 81:16 overhead 109:1 overpass 109:21 overpasses 55:10 oversees 28:13 owe 99:13
p			
p 2:1,1 3:1,1 5:1 p.m. 1:8 41:20 113:2,20 paces 65:11 pacific 10:2,18,21 package 103:13 page 4:2 pain 79:13 89:13 painted 78:9 pair 81:16 pangle 3:11 4:12 76:19 78:5,6 80:3 pants 5:16,18 paper 21:1 paraphrase 86:12 park 2:6 8:4 27:7 28:6 30:6 39:6 44:14 60:3,13 99:22 100:10,14,20 101:7 101:17 parking 100:11,15 100:21 101:6,8,18 parkway 41:5 42:12 42:16 43:16,22 44:4 48:7 49:2 51:18 53:4 58:15 60:5,12 60:17 68:14,16 69:7			

69:10,12,15,17,21 70:11 74:14 77:12 80:14,18 84:11 91:8 112:14 parkway's 45:21 parkways 49:18 86:4 parrish 2:12 26:16 26:16 parrish's 100:18 part 29:18 31:18 32:11,20 33:20 47:6 47:19 87:18 94:2 102:12 104:18 106:13 partially 9:20 particular 71:18 90:6 106:4 particularly 6:13 parties 29:11 115:8 115:11 partner 29:16 32:16 32:19 34:8,12,16 partners 28:16 32:10 partnership 29:5 31:18 87:6 104:12 parts 11:4 46:2 64:22 pass 71:8 paths 97:12 patient 37:9,9 patiently 113:8 patients 38:10,16 patterned 53:15 patterns 66:10 99:3 pay 41:15 47:13 98:3 paying 33:17 47:10 peace 28:9 peak 50:20 ped 88:6 pedestrian 44:7,8 50:1,5 62:5,19 65:15,16 66:14 76:12 83:10 90:10 98:21	pedestrians 42:20 50:22 pegged 91:17 pending 67:5 pennsylvania 52:15 69:3 penny 116:3,17 pentagon 105:7,8 people 8:17 10:8 11:3,8 14:6 24:3,9 24:16 30:5 31:4,5 36:16 41:14 44:12 46:15 47:12,16,20 48:14 49:8 50:7 52:16,21 53:6,7,22 53:22 54:2,2,19 55:3,7,12 59:9 71:8 77:14 79:6 82:1,16 82:20,20 84:20 88:2 88:7,10 90:18 94:9 97:7 98:3 99:4,4 100:6 101:9 104:13 105:10 111:18,20 people's 47:22 perceive 104:13 percent 19:4 80:21 100:16,17,18 perception 104:16 period 15:9 20:11 55:4 85:15 113:1,19 period's 6:2 person 25:13 40:1 personal 36:10 39:3 70:4 personnel 59:8 persons 67:1 phase 63:17 65:2 phases 63:3 phenomenon 10:17 phrase 9:22 12:18 phyllis 2:11 26:18 80:10 pick 95:11 pickup 52:1,2,4 picture 16:5 78:10 78:17 piece 76:4 96:5	pipeline 76:8 place 5:15 37:20 45:7 57:7,11 65:4 placed 30:2 places 9:6 25:1 57:12 plan 6:14,20 11:13 11:14,15,17 12:2 13:11,11,13,20 15:17 18:9 24:11 36:3,3 39:7 44:2 51:2 61:19,22 62:2 65:2 89:17 95:9,19 103:19 105:21,22 106:10 108:12 planned 44:1 62:8 66:13 95:10 planning 6:17 7:3 8:20 19:13 22:6 42:6 61:21 63:6 66:21 76:4 92:21 98:12 103:21 113:20 plans 7:7 13:7 33:22 61:19 63:12 85:19 98:10,11 102:14 played 86:15 plays 102:9 please 5:21 6:14 24:19 43:7 56:10 78:16 79:21,22 96:9 113:2 pleasure 43:14 plus 8:16 podium 21:15 point 14:4 15:19 20:16 40:6,7 52:10 76:3 79:17 86:15 88:13,13 89:14 91:18 100:12 108:15 points 18:3 41:12 44:4,18 69:9 77:16 77:20 79:7 91:10 102:20 103:1 police 58:9 policies 103:14	policy 35:15 110:20 political 111:13 politicians 24:13 pollution 97:8 population 49:9 55:17 62:11 67:1 75:15 portions 21:8 66:16 ports 102:20 108:15 poses 48:14 position 70:13 73:10 74:20 positive 45:16 56:4 56:10 99:3 possible 99:4 possibly 15:21 post 67:4 potential 66:1 potentially 60:13 potomac 61:13 62:9 63:5 74:16 84:12 86:5 88:20 105:8 power 59:7,11 68:13 74:13 84:11 112:13 practice 7:18 preeminent 8:20 preferred 63:15 preliminary 23:12 64:19 premium 75:5 98:3 106:10 preparation 65:1 prepared 48:17 51:9 present 32:13 61:3 70:12 presentation 6:6,9 presented 108:13 president 58:8 pressing 29:10 pressure 99:8 preston 3:14 4:15 28:7 96:14 presumably 20:12 20:14 21:10 pretty 5:15,19 57:7 78:22 82:14
--	---	--	---

previous 85:19	producing 74:8	31:14 41:2,3 43:7	35:1,4,5,6 36:14,16
previously 91:15	profession 59:22	60:6 61:7,11,15,18	36:18 37:12,12 51:7
92:20	program 1:5 16:5	62:3,12,18 63:1	60:14 61:8 102:12
prices 90:19	20:15 21:17 23:5	68:3,7,8 70:9,21	104:12 110:20
pride 15:11	61:4,8,15 63:2 64:1	71:2 73:20 74:3,5	112:22 113:1,10,15
primarily 38:7	67:18 74:4 94:3,4	76:5 82:6 84:8,13	113:18,19 115:1,20
prince 5:8 8:2 21:22	96:9 100:1 101:15	84:17,20 85:5,6,20	public's 68:1
29:21 65:21 68:10	104:19 111:7	86:2,8,10 87:12	pulled 59:8
74:11 78:20 97:20	113:21 114:2	93:4,6,10 98:20	purcellville 8:6
100:4,16 112:11	programing 22:6	99:2,6,9,22 101:1,4	purpose 7:13 30:1
princeton 11:7	project 12:10,10	101:15 107:17,19	50:19
print 13:19	18:10 19:7,8,9,11	108:1,10 110:4,6	pushed 82:11
prior 59:6	19:12 20:5,19 21:11	111:9,10,15	put 13:16,20 15:6
priorities 7:6 12:5	23:13 29:19,19	promise 113:12	15:12 18:13 24:4
62:2 112:8	30:14,20,21 31:1,3	promises 111:12	puts 59:19
prioritization 30:18	31:6,7,9,17,19,21	promote 62:7	putting 13:11 82:13
prioritizing 98:14	31:22 32:21 33:18	promoted 87:16	92:17
priority 63:8 68:3	33:20 34:2,5,13	promoting 95:18	puzzled 65:17
80:22 93:1,2	41:7 42:9 44:5 48:4	prompted 68:2	q
prisoners 82:22	48:19 49:12,14,21	proper 39:11	qualitative 18:1
83:6	50:3,10,19 51:1,9	property 70:3	quality 67:22 71:6
private 31:18 32:1,4	51:10 55:15 56:19	proportional 84:4	72:2,7 87:14 88:6
33:9,13 34:16	58:14 60:1,5 63:16	proposal 63:12	111:18 112:18
104:12	63:16,20 65:1,4,7	104:1	quantitative 18:1
probably 13:18	65:18,22 69:17	propose 108:6	84:19,22
15:18 21:8 22:13	70:11,20 71:5,18	proposed 61:10	question 35:10
23:21 24:4 25:20	72:3,9,12,14,20	63:5 102:17 108:1	questions 26:1
30:14 35:20 37:6,16	75:7,11 77:13,17	112:10	34:18,19
39:10 72:4	78:1 79:22 80:15	proposing 112:1	quick 25:10
problem 9:21 53:19	81:2,6 82:15 83:13	prosperity 67:21	quickly 15:13 19:16
54:13 82:3 89:8	84:5 91:15,20 99:10	protocol 35:1	97:16
problems 24:7,10	100:14,21,22 101:6	proven 94:5	quite 81:5 106:1
24:14 29:10 54:22	102:6,8 103:12	provide 44:11,19	r
65:14 82:10 98:6	104:2,21 105:13,17	69:17 94:18 95:3	r 2:1 3:1 5:1
procedure 59:10	106:2,5,13,19,19,20	96:10 103:2,10	radius 108:8
proceeding 115:7	107:3,5 108:3,16	110:9 113:4	rail 8:8 14:13 27:11
116:5,6,10	110:2 111:8 112:3	provides 49:16 50:5	102:17
proceedings 114:6	project's 30:4 31:12	62:21 100:21	railroad 101:9,11
process 12:8 14:5,9	78:2 93:5	providing 74:7	railway 8:9
17:14,20 18:16 20:5	projects 1:4 12:3,7	76:11 102:10	rain 10:14
20:18 23:6,7 30:19	12:14,20,21 14:3,14	provision 66:3	rainer 10:22
31:13 53:12 63:4	15:4,8,10,14 16:7,9	provisions 84:1	rallying 111:3
71:1 74:1 84:19	16:11,18,19,20 17:3	prudence 85:3	ran 47:5
99:11 102:14	17:17,20 18:14,17	public 1:4 2:18 5:5	randall 2:11 26:18
103:21 111:13	18:22 19:15,17 20:7	6:1,2 8:8 14:13 18:7	26:18 80:10
112:5	21:2,4,9 22:4,8,11	20:10,12 22:19	randy 2:14 26:11
procuring 31:17	22:13,16 23:5,9,11	27:12,14 31:18,21	80:10
	23:17 28:19 30:16	32:3 33:6 34:15	

range 61:22 98:17 rank 66:11 ranked 84:16 ranking 69:8 81:5 85:4 98:16 rapid 8:10 66:4 rappahannock 8:10 rare 52:6,6 rate 68:22 69:22 85:6 rated 12:8 rates 17:6 rating 17:7 31:13,14 100:12 reach 113:4 reaching 78:9 read 14:1 20:20 readiness 19:8 ready 22:15 33:21 33:22 78:2 real 17:12 53:19 81:13 94:7 reality 96:12 realized 93:8 realizing 92:22 really 5:13,13,18,20 6:15 7:21 8:12,15 11:10,12 12:12 13:3 13:22 17:15 22:22 23:18,19,22 24:21 28:16 29:3,4,12,14 30:5,7 34:1,7 40:21 46:6 55:22 70:22 71:18 72:11,15 75:13 81:5 83:8,9 90:15 107:16 realtor 110:14 realtors 110:18,20 realty 110:15 reaping 97:2 reason 101:5 reasons 46:8 56:7,8 56:9 92:3 receive 49:15 84:14 received 20:7 64:20 65:18 receiving 22:4,14	recognize 89:10 recognized 73:16 recommendation 22:9 63:21 114:1 recommended 66:4 recommends 84:8 102:4 reconfigure 106:3 reconstruct 42:10 reconstruction 43:2 record 115:6 recorded 115:4 recordings 116:7 reduce 50:8 62:14 66:2 68:4 88:15 89:19 97:8 102:8 104:4 106:3 reduced 115:5 reducing 62:20 73:21 74:3 94:22 98:19 reduction 31:1 62:6 69:18 71:14,15,17 84:7,17 89:9 111:4 reductions 106:8 reenforcing 97:18 refer 92:13 reflect 84:17 reflected 112:4 reflector 83:3 regard 54:8 55:5,6 regarding 64:14 regards 100:10 reginal 11:13 85:16 97:11 region 6:10 7:4,22 8:2,16 9:1,8,13 14:16,18 15:4,14 17:2 21:3,5 24:2,8 25:22 28:18 29:5,8 30:8,10 31:8 32:10 45:2 48:2 62:16 68:19 70:7 73:15,18 74:19 76:9 85:21 87:17,18 94:5 96:21 99:5 100:13 104:6 108:5 109:9	region's 67:21 69:1 73:10 105:15 regional 6:17 7:3,14 12:4,11,17 13:7 18:4 19:21 31:13 42:6 43:6 49:7 50:6 52:11 61:19 62:1 69:5 76:4 81:21,22 83:20,21 84:2,14 85:14 86:2,2,5,10 88:9,22 91:12 96:2 99:6,7,8 102:12 105:16,17 106:16 107:18 108:1,3,12 108:18 110:2 regionally 7:18 30:15 46:7 68:7 86:8 91:13 96:6 105:13 reid 3:11 4:12 78:5 80:4,4,6 83:15 reiterate 113:18 related 111:4 115:7 relationship 98:13 110:5 relative 12:19 20:3 71:16,17 72:15 115:10 relatively 84:20 release 63:9 82:22 83:5 released 68:19 relevant 22:19 reliability 31:3 95:16 106:15 relief 12:18,19 17:21 19:5,10 20:2 30:22 35:21 49:22 68:8 74:6 82:16 96:9 112:5,20 relieve 12:11,14 19:7 43:5 49:15,20 50:20 93:7 relieves 19:12 relieving 99:8 relocation 65:2 remain 90:19	remaining 42:2 46:14 65:9 remains 113:1 remarks 86:21 remember 10:11,12 13:14 17:7 remind 112:22 113:18 reminds 108:16 remove 60:2 94:21 removes 91:21 92:1 repairs 43:1 repeat 77:20 91:9 repeated 85:10 report 68:20 82:8 reported 1:16 116:4 reporter 116:4 reporter's 116:6 reporting 1:17 represent 8:14 24:16 40:13 45:22 46:1 57:11 58:13 75:4 representative 73:4 representatives 80:11,13 representing 26:12 26:15 58:10 96:19 represents 7:22 46:18 request 63:12,22 64:15 77:21 requested 21:4 63:19 69:15 requesting 61:12,13 requests 16:10 require 84:3 requirement 12:6 85:2 requires 59:15 94:16 rescue 35:17 37:1 researched 104:1 reserve 85:5 resident 70:18 77:5 91:6 93:21 110:16 residential 105:2
---	--	---	---

residents 59:3 71:19 72:17 77:22 92:11 92:11 94:9	riveness 1:16 115:2 115:19	70:19 72:11 74:10 74:10,12,12,14,15 75:7 76:6 77:12	scene 37:10
resides 71:22	road 11:18 13:11 29:22 32:7,12 37:10	78:21,21 79:15,15 79:17 83:2 84:9,9 84:10 88:12 89:20	scheduled 51:7 114:2
resolve 50:11 102:18	42:11,17 44:15 45:12 47:9 49:3	90:7 91:8,17 92:14 92:16 93:7 95:10 97:19 100:2,3,5,5,7 101:16,16 106:4 112:2,9,10,12,15,15	schwartz 3:12 4:13 83:17 86:20,22 87:2 87:3 91:1
respond 37:7 38:9	64:17 68:12 71:7 72:10 81:22 82:16 89:1,17 92:12 97:16 99:2,8 109:11 112:13	routes 30:6,13 49:2 50:5 95:20	score 18:18,19 19:4 19:5 20:1,1 30:21 49:14 65:18 84:6,7 84:21
responders 37:4 38:3	roadmap 23:11	run 46:1 50:13 68:12 74:12 112:12	scored 31:13 65:22
responding 38:8	roads 46:7 60:18 88:16 101:3 109:10	running 37:1 101:11	scores 17:19 84:22
responsibility 9:1 90:3	roadway 42:22 50:16 95:14 105:14 107:1	runs 40:14,15,21	scoring 19:3 30:21 31:1,3 84:19
responsible 32:5,8 32:10	roadways 94:22 106:3	rush 41:20 49:12	scott 2:13 26:14
rest 65:13 72:5	rob 104:10 107:9	rye 10:13	screeching 53:4
reston 41:13 44:18 47:21 50:2	robert 3:15,16 4:16 4:17 101:20 104:8,8	s	screen 18:13
result 42:17 45:13	robust 13:20	s 2:1 3:1,10 4:1,11 5:1	sean 3:7 4:8 56:13 58:4,7
resulted 59:5	rockville 107:14	safe 39:8 43:4 44:11 57:16	seat 26:3 71:21
resulting 70:2	role 102:10 108:12	safely 59:16	seattle 10:3
results 49:4,11	roll 13:17	safer 57:17 60:18	second 7:9 12:6 19:8 30:22 42:9 45:2 100:3 106:5 107:5
retail 97:3 105:4	ron 3:4,9 4:5,10 27:20 43:11 45:17 67:11 70:15	safest 37:13 101:11	seconds 40:3,4
retain 73:12	ron's 10:4	safety 35:4,5 36:14 36:19 38:3 50:15,21 53:7 54:1 55:6 62:5 66:19 90:9 101:7	secretary 2:20 4:3 28:11
return 69:18 74:8	room 14:6 16:6 22:6 38:19	san 86:18	secretary's 28:15
revenue 30:11 61:7	rooms 105:3	sandra 2:15	sector 32:3,4 33:9 33:13 34:16 105:21
review 51:6	roosevelt 109:4	sandwich 10:10	sectors 51:3
reviewed 24:9 61:6	root 98:6	sandy 26:5,9	secure 73:8
reviewing 107:18	roughly 13:3	sat 113:8	see 18:20 20:5 21:1 38:2 41:19 43:19 48:5 62:16 75:20 81:10 94:6 104:13 109:22 110:1,6
revitalization 64:11 105:22	round 13:10,16 41:3	save 33:17	seek 97:4
richmond 64:12,16 66:13,17 67:4 105:7	route 29:15 32:18 36:1 41:4,12 42:3,3 42:16 43:16,19,22 44:2,6,7,9,11,12 45:8 46:13,20,21,21 47:16 49:3 51:17 52:21 55:7 57:19 58:15 59:14 60:6,9 60:9,17 64:16 65:13 68:9,9,11,11,14,15 68:15 69:4,5,6,14	savings 33:2,3	seeking 61:7
ride 30:7 44:15 83:5 111:20		saw 47:7 88:12	seen 35:4 42:21 75:16
riders 51:1 100:14		saying 70:21 72:4 81:15	segment 65:8,10,14 65:19
rides 83:5 111:19		says 12:9,16 33:14 35:2 88:8 109:17	selection 20:6 99:11
ridge 45:12		scaled 98:20	sen 40:11,19
riding 24:17,18		scarce 89:18	senate 40:14
right 16:15 23:15 33:7 35:12 37:14 43:21 47:14 51:3,11 57:15 65:3 77:21 81:7,9 87:19 109:17			
ring 89:1			
rishell 2:6 27:6,6			
risk 32:2,2 59:19 60:14 90:11			

senator 2:21 4:4 27:17 40:9 43:17 send 21:16 90:21 sense 24:12 sent 86:17 sentiments 75:10 separate 108:19 separated 44:5 45:7 65:10 69:11 separately 98:12 september 33:8,13 serious 70:2 serve 7:3 77:5 served 9:4 92:20 110:22 serves 49:6 50:4 service 32:9,11 43:22 69:8 74:21 92:5 95:12 102:17 106:7 set 107:16 seven 70:1 82:9 88:22 severely 48:20 sfdc 64:9 share 5:19 6:1,9 24:20 39:14 79:9 113:15 shared 74:2 94:1 sharing 62:5 sharon 2:10 26:20 shelf 24:5 sheriff 83:4,4 shifted 32:3 shocked 81:5 shop 10:10 shopping 109:20 short 53:20 69:19 77:2,10 82:19 102:10,15 showed 17:14 showing 18:13 shown 6:10 97:15 shows 75:12 sic 11:7 19:3 side 20:2 32:4 55:8 83:10,11	sidewalks 65:12 sierra 96:17 sight 87:15 sign 109:3,15,17,19 signage 109:8,9 signal 46:14 signalized 42:2 signals 46:21 signature 47:18 115:18 signed 39:20 93:17 significance 86:3,11 significant 30:15,16 46:7 47:3 49:17 50:12 51:3 53:21 54:13 62:10 68:8 70:3,4 86:1 95:13 96:6 97:2 105:14 111:19 significantly 97:6 106:1 111:2 signs 47:7 108:22 109:1 signup 77:15 silberberg 2:8 27:2 27:2 silver 94:1,12 97:21 102:7 silverthorne 2:13 26:14,14 similar 30:2 similarly 33:12 simple 17:18 31:8 72:9 simpler 17:16 simply 31:11 34:14 77:21 single 24:18 31:4 81:8 sir 93:13 107:8 sirens 37:5,8,11 38:14 sit 25:9 site 65:2 siting 92:21 sits 79:14 sitting 38:19	situation 55:11 109:12 six 15:16 23:2,7,8 23:16 51:2 83:7 slide 14:1 17:15,16 20:20 25:6 slightly 35:4 105:4 slim 34:13 slogan 47:6,7 small 53:13 78:19 smaller 18:22 21:11 98:19 smart 87:6 smarter 87:4 smartphone 59:20 smith 83:19 solution 103:11 solutions 73:14 86:1 88:9 solve 29:12 sonya 3:13 4:14 91:2 93:14,20 soon 19:9 69:11 95:4 103:8 sooner 33:19 sorry 110:3 sort 6:4 9:3 18:18 24:4 39:15 40:6 47:18 79:13 sounds 13:4 source 7:10 sources 19:20 south 52:20 53:3,3 78:19 southbound 58:21 southeast 64:8 southern 44:11 52:14 space 11:1 66:3 spaced 102:22 speak 28:8 35:6 39:22 40:21 41:1 48:18 51:16 54:8 75:9 77:4,11 93:16 93:20 99:21,21 111:6 speake 107:21	speaker 16:1 28:1 39:16,17 40:8,17 76:21 speakers 2:18 41:6 48:6 113:6 speaking 27:16 43:15 51:17 75:11 77:9 102:3 110:15 special 23:20 specific 18:3 36:22 specifically 16:4 39:7 112:19 specified 44:2 spectrum 38:5 speed 65:12 speeds 106:14,14 speer 2:16 spend 9:17 13:3 15:8 17:9 52:16 85:2 spending 13:1 82:12 111:14,16 spent 18:15 59:17 66:19 107:13 111:11 spillover 106:4 spoken 77:16 spotlight 60:2 spread 88:10 spreading 86:7 spreadsheets 18:12 18:17 spring 63:14 springfield 109:6 spurs 74:7 squad 35:18 square 105:1,4 staff 25:18 81:1,1,6 staffs 87:10 stages 19:13 stakeholders 29:7 stand 39:18 standing 80:14 standpoint 36:16 53:16 stands 108:11 start 22:14 26:4,4 70:21 82:12
---	---	--	--

starting 22:21 23:4 23:4 startup 64:20 state 2:21 4:4 15:9 15:11 28:14,18 40:13 77:21 90:2 stated 91:13 statement 48:17 63:4 states 54:3 56:21 73:17 97:10 statewide 30:15,18 station 44:17 61:13 63:5,6 74:16 84:12 84:16 88:21 94:2 97:20,21 100:11,14 100:21 101:6,18 102:17 stations 50:3 89:4 94:13,16 96:2 98:22 102:8,21,22 statistics 68:20 stats 36:9 stay 53:5 83:13 ste 1:11 step 109:15 sterling 46:2,18 stewardship 85:8,14 85:15 stewart 3:12 4:13 83:16 87:3 stop 40:17 52:2 59:12 60:11 88:14 102:16 108:17 stoplight 58:17 59:11 stopped 51:22 82:19 stories 54:14 story 10:5,6 strategic 70:7 strategically 85:22 strategy 97:17 straw 77:10 street 36:2 42:11,12 43:3 44:1 48:19 49:5,12,21 50:14 51:1,10 69:10 88:5 109:7	streets 49:1 78:22 88:5,21 102:9 104:21 105:13 106:18 107:5 stretch 42:11,21 strides 95:18 strong 76:16 strongly 63:1 struck 52:1 struggle 55:3 study 23:13 66:5 subcenter 21:11 subcommittee 22:7 subcommunities 9:8 subdivision 77:7 submit 21:13 submitted 21:2 103:22 subsequent 23:2 subsequently 23:15 substantial 48:21 suburban 62:15 suburbs 88:3,11 success 14:19 successful 94:5 successfully 98:13 suffer 107:3 sugarland 50:13,18 suggested 109:14 suggesting 16:9 suited 74:6 summary 50:19 66:17 77:21 summer 63:13 96:4 supervisor 3:4,4,11 4:5,5,12 27:19,20 40:10 43:9,11,12 45:17,19 47:1 48:13 53:9 80:4,6,19 82:18 supervisors 5:9 26:19,21 27:19 80:22 support 34:2 58:14 60:16 62:12 70:8,19 78:1 88:17,18 89:3 96:10 101:4 109:21 111:3 112:5,7	supported 72:13 supporter 89:2 supporting 66:17 supports 66:9 68:7 96:7 105:20 suppose 56:16 supposed 10:14 11:18,22 46:6 82:17 sure 10:13 25:14 27:16 28:17 33:5 34:10 35:11 39:21 79:7,8 surpass 15:18 surprised 91:7 100:11 surrounding 42:7 75:14 sustainability 98:10 105:11 107:7 sustainable 73:8 sway 71:4 sworn 58:10 sycolin 44:15 synchronization 112:2 system 19:19 44:14 61:17 63:18 66:21 75:18 85:9 98:16 102:19 103:1 105:16 106:17 systems 99:7 103:9	17:14 29:15 35:19 35:21 46:8 55:14 75:6 85:7 91:7 104:20 talked 17:19 31:5 54:18 92:9 talking 9:16 13:12 26:7 79:7 tap 34:17 tax 98:8 111:3 taxation 111:13 taxes 112:5 taxpayer 110:17 taxpayers 74:9 teams 32:1 teamwork 29:11 technically 106:10 technology 66:8 telecommuting 31:11 tell 5:13 10:5,6 24:7 tells 46:3 ten 45:9 63:7 tend 88:17 term 67:21 98:9 109:14 terms 18:2 28:17 87:14 terrified 54:20 testimony 67:7 texas 86:18 thank 5:2,4 25:7 26:2 29:1 34:20,21 35:15 39:9 40:11 43:8,12,13 45:15 48:9,16 51:12,13,16 54:4,5 56:11,12 58:2,3 60:19 64:1,3 64:13 67:9,10,16 70:11,14 72:18 74:20,21 75:8 76:18 77:3 78:3,4,7 80:2,3 80:6,13 83:14,15 86:13 90:20,22 91:1 91:5 93:11,13 96:12 96:13 99:11,12,19 99:20 101:18 104:6 104:7 107:8 110:11
		t t 4:1,1 table 26:6 tacoma 10:3,8 tag 103:20 take 6:8 14:7 17:17 24:19 29:11 32:1 33:7 35:2 36:4 47:16 71:15 98:17 105:4 107:4 111:18 taken 6:9 9:15 64:11 115:3,9 takes 33:10 43:19 92:1 talk 6:6,15,19 11:2 11:9 13:8 16:4	

112:17,20,21 113:6 113:7 114:4 thanking 25:16 thanks 76:16 107:7 thanksgiving 109:14 that'd 100:8 thenovaaauthority.... 25:3 thenovaaauthority.... 21:17 thick 11:17 13:15 13:15 thing 6:14 7:9 11:10 15:22 19:1 22:17 25:2 37:14 38:9,13 57:6 72:14 100:9 101:12 109:8 110:3 things 7:2 11:8 15:2 25:15 33:12 35:19 35:21 36:6 37:7 47:15 71:6,14 72:16 76:2 79:11 82:11 88:17,17 89:3 92:5 think 5:12 8:18 9:2 14:17 20:21 21:7 23:20 24:7 30:7,14 33:7 39:4 48:5 56:17 75:12 82:13 82:13 83:9 89:17 90:12,15 100:6,20 101:3 104:21 108:14,14 thinking 71:4 thinks 74:5 third 68:22 84:2 thirteen 100:17 thirty 100:18 thorough 20:8 thoroughfare 79:18 thoroughfares 78:18 thought 35:13 109:5 thoughts 24:20 thousands 52:12 three 6:5 7:16 15:2 15:4,7 23:14 29:22 39:4 40:1,5 58:17	58:18,19,20,21,22 79:1 83:1 99:22 100:18 101:15 108:8 thursday 1:7 ties 18:8 time 6:8 7:17 11:2,9 15:1,9 17:17 24:19 36:13 37:3,19 39:2 39:15,16,22 40:2 48:8,18 54:4 55:4 56:11 58:2 67:6 72:19 75:19 76:17 76:22 77:1 84:4 87:17 90:13 93:12 97:15,15 99:11 109:1 112:17 timely 38:16 timer 39:13 times 69:20 tod 89:1 today 16:6 20:11 21:7 23:9 41:1 88:10 96:18 104:17 today's 41:3 toll 30:11 32:2,2 36:1 42:16 47:9 49:3 68:12 109:11 112:13 tolls 41:16 tongue 13:18 28:1 tonight 5:5,21 6:4 6:19 9:16 13:12 21:7,15 22:19 25:9 26:8 27:17 28:11,21 29:14 32:15 34:1 35:1,7 37:1 39:21 43:14 48:5 58:2,14 70:19 71:4 75:9 77:9 80:12 88:12 93:16,20 99:21 110:12 tonight's 5:20 112:22 tony 35:16 top 18:21 30:21 31:2 73:11	topics 70:13 total 16:9,10,12 totalling 15:5 touched 105:19 town 5:5 21:21 22:1 26:13 27:21 28:4,5 40:14,16,19,21,22 42:9 44:10 48:15,19 49:1,8,10 50:9 51:4 52:22 53:6,7 54:19 57:10 61:8 69:22 72:3 75:6 76:14 78:13,19,22 81:1,12 81:14 82:17 91:6 92:7 94:20 towns 8:5 41:2 tracks 101:9,11 traction 89:6 traditional 6:5 traffic 11:9 24:3 38:19,20 42:6,15,17 43:18 45:9 49:4,11 49:16 52:19 55:6 59:3,5,9,18 60:4,8 60:12 67:2 68:1 75:18 76:1 79:14 81:10 83:7 89:10,14 91:12 92:9,17,18 97:6 100:7 108:22 109:15 112:1,20 trail 44:7,8 96:2 trails 50:6 53:14 103:21 train 24:17 transaction 11:14 11:15,15 12:1,2 13:7,8,13,14,15,16 22:18,20 85:6,19,22 91:16 transcend 7:6 transcript 115:6 116:5,8 transcription 116:1 116:9 transcriptionist 116:18 transformation 66:15	transformed 29:18 32:20 transit 8:7,8 14:10 14:13 15:3 19:18,19 21:5 25:21 32:8,11 50:1 51:1 62:17 66:4,21 67:2 87:21 88:18,21 89:1,5 90:4 94:19 96:1 97:1,5,13,19 98:15 98:21 99:5,7 101:1 101:4,4 103:4 104:21 106:2,9,12 transiting 38:15 transitway 61:12 63:15,17 89:6 transportation 1:3 1:10 5:6 6:17,22 7:4 7:5,11 8:10,11,20 9:18 13:6,7 15:8,13 23:1 24:8,14 25:20 27:12 28:12,13,15 29:10 31:8 34:3 43:4 55:22 61:2,6 61:17,18,21,22 62:2 63:7 73:2,9,14 74:19 83:20,21 87:13 94:8 95:15 97:9,11,14 98:5,11 98:12,14 102:5,11 102:13 103:11,12 103:15,17 104:15 111:22 travel 10:17 37:2,3 37:4 41:17 44:16 52:13 54:15 60:18 109:2 traveled 59:14 62:7 98:19 traveling 37:10 38:12,15 42:15 53:2 102:15 travels 60:10 treat 59:11 tri 86:3 trials 82:18 tried 83:4 111:21
--	--	--	--

trip 10:7 trips 94:20 95:9 trouble 25:14 troubling 90:8 truck 52:1,2 107:15 trucks 79:1 true 38:17 115:6 116:8 trust 77:2 truth 31:8 try 70:22 71:3,14 trying 15:14 18:17 37:22 40:18 48:15 87:11 92:14 109:2 tuesday 34:3 67:8 77:10 turn 22:10 58:18,20 58:21,22 turning 37:21 twister 28:2 two 7:2 8:16 30:1 32:1 38:6 39:15 41:2 45:11 58:20,21 59:16 61:10 62:12 62:17 65:8 70:4 71:14 78:18 83:1 84:5 88:9 91:19,20 92:2 twofold 38:22 type 10:10 36:18 typed 116:5 typewriting 115:5 typical 49:18 59:10 typically 38:13 59:20 tysons 47:21 95:4 97:22	unable 41:15 unanimously 9:12 uncommon 82:9 unconstrained 62:17 underlines 75:12 understand 8:12 12:13 16:13 24:12 34:11 67:19,22 71:1 89:12 90:10 undertake 17:11 undertaking 13:9 underway 51:5 63:6 66:15 unfortunately 73:15 109:10 unidentified 16:1 28:1 40:17 76:21 107:21 united 56:21 73:17 97:10 units 105:2 university 29:20 unpredictable 37:11 unsafe 43:2 50:12 unveiled 10:16 unwilling 41:15 update 13:9 22:18 23:18 updated 22:20 upgrade 74:13 84:11 89:6 112:14 upgraded 50:16 upgrades 68:13 urban 88:2 urge 54:3 70:8,9 use 9:22 10:1 12:18 14:16 17:17 35:14 52:22 66:10,13 87:20 89:20 90:5 94:15 97:1,18 98:18 99:3,5 users 104:3 uses 90:16 usually 35:2 94:16 utility 65:2	utilize 106:12 v va 1:12 value 32:13 84:19 112:4 values 98:7 111:10 van 55:4 variable 109:15,19 various 25:21 vdot 2:5 14:12,22 15:7,17 27:9 28:14 108:21 110:4,5 vdot's 50:14 51:2,7 vdrpt 2:4 66:4 vehicle 36:8 37:22 50:8 60:14 62:6 66:2 98:19 vehicles 31:4 41:10 43:17 49:19 67:3 101:3 106:22 vernon 11:5 64:17 version 17:16 vests 83:3 vice 3:6 4:7 28:5 51:14 54:7 vienna 8:6 views 29:4 village 45:12 virginia 1:3,10 5:6 6:22 7:4,12 8:8,9,18 8:22 9:3,18 10:19 11:4,11 15:11 17:6 24:2,13 25:19 27:9 27:11 29:9,13 31:12 35:18 41:20 44:21 52:14,17 54:13 56:3 56:5,6,15 58:1,9 69:2 73:2,5,7,12,22 74:5 82:10 90:17 96:19,21 97:14 100:16 101:22 102:5,13 103:14 110:17,18,19 112:7 115:21 virginia's 67:20 visit 11:4 113:3	visiting 94:10 vital 45:21 67:20 70:6 73:10 vmt 62:14,21 voice 73:8 volume 59:4 volumes 42:17 49:17,18 volunteer 35:17 vote 9:14 14:8 45:16 57:18 vre 30:12 97:20 100:10,20 101:17 vrt 105:16 w wait 39:19 92:19 93:2 walk 57:13,14 83:1 94:14 99:5 103:4 walkability 66:20 walkable 66:10 87:21 88:18 97:4 walking 62:19 79:2 83:6 wan 80:7 want 6:8 10:13 21:14 26:2 28:20 29:3,14 33:15 34:1 34:10 35:9 39:21 46:8 54:8 56:17 57:16,17 75:8 76:15 80:9 87:15 88:2 94:6 98:2 108:21 wanted 10:9 35:19 35:22 39:1 77:16 79:12 90:4 104:19 warnings 85:10 washington 10:8 14:12 61:20 96:21 waste 72:12 watch 55:8 watching 93:3 watershed 50:18 way 7:15 11:20 16:5 19:9 20:13 23:15 42:4 44:9,10,12 45:7 46:15,18 47:11
u ufland 3:10 4:11 72:22 75:2,3,4 76:18 ultimately 18:22 22:11 96:7 umstattd 3:4 4:5 27:19 40:10 43:10 43:12 53:10 82:18			

51:4 57:1 59:12 65:3 71:4,11 76:22 78:20 79:18,19 87:12 89:19 92:15 93:10 106:13 107:16 ways 18:14 24:3 25:4 90:8 105:18 111:11 we've 8:17 10:22 12:4 14:19,20 15:3 15:10 18:14 20:8 21:21 25:1 36:19 38:6,9 39:4 75:16 81:17 weakest 102:15,18 wearing 5:14,16 83:3 weather 11:2 website 23:20 24:1 24:6 25:2 113:3 week 6:3 52:8 57:18 77:10 108:13 113:22 weeks 6:2 22:2 24:20 63:10 wegmans 109:16 welcome 21:16 went 80:20 86:19 109:6 west 29:21 41:1,12 41:16 46:15 52:14 52:15,19 60:3 61:12 63:15 69:1 78:21 82:1 88:20 89:5,22 90:16,17 92:8,14 94:12 102:21 westbound 58:18 109:16 western 45:9 69:2 wexton 2:21 4:4 27:18 40:9,11,13,19 whitfield 3:16 4:17 104:8 107:9,11,22 110:11 whiz 79:1 whizzes 79:15	wholistic 87:12 widen 42:10 widening 64:16 65:7 66:18 68:11,14 74:12,14 84:10,11 88:14 100:4 101:16 112:12,14 widenings 89:12 wider 105:4 wiehle 44:17 william 5:9 8:2 21:22 29:21 65:21 68:10 74:11 78:20 97:20 100:4,17 112:11 williams 1:11 willing 32:1 79:9 111:18 winchester 43:19 52:3 wisely 15:21 86:9,13 112:17 woman 10:12 wonderful 11:8 79:11 words 28:21 work 6:12 9:13 11:11 14:12 15:15 20:18 25:18,19,21 28:13 37:1 49:8 52:16 57:14,14,16 61:16 81:9 82:22 83:5 87:5,7,9 88:11 94:10 100:7 worked 81:2 87:11 workforce 49:7 working 7:18 9:10 15:17 28:18 29:5 32:9 47:17 65:17 74:17 95:21 96:3 works 39:13 world 37:14 72:6 85:10 86:16 worse 37:15 79:16 88:13 92:20 93:5 worst 41:18 54:12 worth 13:5	wrap 40:6 76:15 wrestle 90:20 wright 3:13 4:14 87:1 91:2,4,5 writing 90:22 110:10 y yang 87:3 yard 61:13 62:9 63:5 74:16 84:12 88:20 105:8 yeah 5:20 year 6:13 11:20 13:2 14:19,20 15:1 15:16,18 16:6,8 17:4,8 19:11 23:4,5 23:5,7,13,14,16 39:5 42:18,19 51:2 51:3,8 56:20 64:19 70:18 81:5 82:6 85:3 87:5 92:19 93:2 94:2 106:6 110:16 year's 13:10 years 7:16,17 10:6,7 13:17 15:2,4,7 17:9 17:13 23:2,8,10 24:2,22 51:19 52:7 70:1 80:20 81:14 82:9 85:11,13 89:17 92:22 96:20 109:13 110:17 111:1 yeas 63:7 yellow 40:3,4 65:11 66:22 yin 87:2 young 54:19 z zoning 63:11
--	--	---