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Northern Virginia Transportation Authority 03-25-2015

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Northern Virginia
Transportation Authority Public
Hearing on Draft FY2015-16 Two Year Program
Wednesday, March 25, 2015

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| <p style="text-align: right;">2</p> <p>1 A P P E A R A N C E S</p> <p>2 Chairman Martin Nohe</p> <p>3 Ms. Chairman</p> <p>4 Delegate Dave Albo</p> <p>5 Delegate Mark Sickles</p> <p>6 Delegate Jim LeMunyon</p> <p>7 Delegate Bob Marshall</p> <p>8 Supervisor Frank Principi</p> <p>9 Mayor Kristen Umstattd</p> <p>10 Mayor Merkel</p> <p>11 Joe Vidulich</p> <p>12 Audrey Clement</p> <p>13 Catherine Voorhees</p> <p>14 Nancy Smith</p> <p>15 John Karhnak</p> <p>16 John Lenahan</p> <p>17 Jeremy McPike</p> <p>18 Dennis Drinkard</p> <p>19 Allan Dickson</p> <p>20 Michael Roskind</p> <p>21 Robert Whitfield</p> <p>22 Jerry King</p> | <p style="text-align: right;">4</p> <p>1 P R O C E E D I N G S</p> <p>2 CHAIRMAN NOHE: Thank you, ladies and</p> <p>3 gentlemen for being here this evening. For those</p> <p>4 of you I haven't had an opportunity to meet</p> <p>5 before, my name is Marty Nohe, I'm a member of the</p> <p>6 Prince William Board of County Supervisors as well</p> <p>7 as being the chairman of the Northern Virginia</p> <p>8 Transportation Authority.</p> <p>9 And as you know, tonight -- obviously</p> <p>10 you wouldn't be here if you didn't know -- that</p> <p>11 tonight we're having our public hearing about our</p> <p>12 FY15 - FY16 project list for consideration this</p> <p>13 year.</p> <p>14 The format of the meeting is this: We</p> <p>15 started at 6 o'clock with an open house.</p> <p>16 Hopefully you had an opportunity to interact with</p> <p>17 some of our staff and learn about some of the</p> <p>18 projects we're considering. We're going to have a</p> <p>19 brief presentation although people say my</p> <p>20 definition of brief is a little skewed. We'll</p> <p>21 have a brief presentation and talk about some of</p> <p>22 the work the Authority is doing.</p> |
| <p style="text-align: right;">3</p> <p>1 A P P E A R A N C E S (Cont'd)</p> <p>2 Keith Meurlin</p> <p>3 Faris Abboushi</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> | <p style="text-align: right;">5</p> <p>1 And then what we'll do from there is</p> <p>2 we'll open up the public hearing and it will be --</p> <p>3 we'll go over the rules specifically, but they're</p> <p>4 very traditional. Everyone gets three minutes to</p> <p>5 share their thoughts on what we're doing and then</p> <p>6 we'll -- and after that the public hearing will be</p> <p>7 closed. The public comment period will continue</p> <p>8 to be open until April --</p> <p>9 MS. CHAIRMAN: 12th.</p> <p>10 CHAIRMAN NOHE: 12th. We'll continue</p> <p>11 through April 12th so there will be plenty of</p> <p>12 other opportunities to share your thoughts in</p> <p>13 addition to some of the regional or -- excuse me,</p> <p>14 jurisdictional town hall meetings that have</p> <p>15 already taken place.</p> <p>16 And then right at the end -- at the end</p> <p>17 of this meeting there will be a short business</p> <p>18 meeting of the Northern Virginia Transportation</p> <p>19 Authority to dispatch with a few legislative items</p> <p>20 we have to deal with. And ultimately we'll come</p> <p>21 back next month in April --</p> <p>22 MS. CHAIRMAN: 23rd.</p> |

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| <p style="text-align: right;">6</p> <p>1 CHAIRMAN NOHE: April 23rd we'll come 2 back for final approval of our two year plan. 3 So to talk a little bit about what the 4 Authority is doing this year -- see, I should have 5 asked -- 6 UNIDENTIFIED SPEAKER: About 7 transportation, not IT. 8 CHAIRMAN NOHE: Maybe I'm pointing it in 9 the wrong direction. Hold on. I bet -- try this. 10 (Brief pause.) 11 CHAIRMAN NOHE: And our wonderful office 12 manager Camela (Phonetic) is going to take care of 13 it so I don't have to deal with it. So I don't 14 have to look silly with this thing. 15 Okay. So to talk a little bit about 16 what the Authority is. The Northern Virginia 17 Transportation Authority is the body that deals 18 with regional transportation systems for Northern 19 Virginia. But what we're really all about is 20 working regionally. And I always like this slide 21 because it really illustrates that everything we 22 do is about partnership.</p> | <p style="text-align: right;">8</p> <p>1 Virginia. 2 You may know the Authority was created 3 back in 2002 for the purpose of implementing the 4 revenues that would have been generated by the 5 ill-fated sales tax increase that was not approved 6 by voters in a referendum. But in their wisdom, 7 the general assembly kept the Authority in 8 existence recognizing that the day would come that 9 regional funds would be available and that the 10 decisions about how to allocate those funds needed 11 to be made at the regional level rather than being 12 made by folks down in the central offices at VDOT 13 in Richmond. 14 And because we were sort of out in the 15 woods for eleven years serving mostly as the 16 planning and coordinating agency without any 17 meaningful funds to build projects, we learned a 18 great deal about how to work regionally. And 19 frankly, I'm very proud to be part of a team that 20 really does understand the notion that traffic 21 problems don't respect the jurisdictional 22 boundaries. Air pollution doesn't restrict</p> |
| <p style="text-align: right;">7</p> <p>1 The Authority is made up of the five 2 cities and four counties of Northern Virginia. 3 Arlington, Alexandria, Falls Church, Manassas, 4 Manassas Park, Prince William, Fairfax County, the 5 City of Fairfax, Loudoun County and the larger 6 associative towns. But in addition we have really 7 important strategic partnerships with the Virginia 8 Department of Transportation, the Department of 9 Rail and Public Transit, Metro, VRE, Potomac and 10 Rappahannock Transportation System. Again, our 11 various towns. The Commonwealth Transportation 12 Board. 13 And we've really learned over the years, 14 first to collaborate as a region, but perhaps more 15 importantly, how to collaborate with others that 16 aren't necessarily part of the Authority, but 17 absolutely make up a critical components of our 18 regional transportation network. 19 The Northern Virginia Transportation 20 Authority, we really consider ourselves to be the 21 preeminent coordinating, planning and programming 22 organization for transportation in Northern</p> | <p style="text-align: right;">9</p> <p>1 jurisdictional boundaries. The need for emergency 2 evacuation doesn't respect jurisdictional 3 boundaries. And that a fender bender in Prince 4 William County can cause backups in the City of 5 Alexandria. 6 So that we can no longer think about 7 ourselves as nine distinct places, but rather have 8 to think of ourselves as a single large community 9 that just happens to be represented by nine 10 different elected bodies. 11 What does the NVTa do? Well, the first 12 thing we do is identify and prioritize the 13 regional congestion reducing projects. The words 14 congestion reducing are extremely important. Not 15 only is it in the State Code that our top priority 16 must be congestion relief, it's frankly, the right 17 thing to do. 18 I often say that traffic problems are to 19 Northern Virginia what rain is to Seattle, 20 Washington. When people go to Seattle, they come 21 back and talk about the rain. When people go to 22 Northern Virginia, they go home and talk about how</p> |

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| 10 | <p>1 we talk about traffic all the time. The -- and</p> <p>2 because of that, we really try to work very</p> <p>3 collaboratively to plan, prioritize and fund those</p> <p>4 transportation projects that will have the biggest</p> <p>5 impact.</p> <p>6 Now, right now, we're still kind of new,</p> <p>7 right? This is only the second time we've had an</p> <p>8 opportunity to provide funding to specific</p> <p>9 projects and it's going to have to be really</p> <p>10 viewed on a multiyear process. We've got a long</p> <p>11 way to go before we can say we solved congestion</p> <p>12 in Northern Virginia. Well, we hope that over the</p> <p>13 next few weeks we'll come to the conclusion of the</p> <p>14 process that takes a really big step in that</p> <p>15 direction.</p> <p>16 Talk a little bit about the money that</p> <p>17 the Northern Virginia Authority receives. Under</p> <p>18 HB 2313 which is the legislation that created our</p> <p>19 funding revenues, all of the money flows to the</p> <p>20 region through the Northern Virginia</p> <p>21 Transportation Authority. 70 percent of those</p> <p>22 funds are retained by the Authority. That's the</p> | 12 |
| 11 | <p>1 money we're talking about tonight. That 70</p> <p>2 percent of it is designed to really allocate</p> <p>3 specifically for the purpose of doing regional</p> <p>4 projects.</p> <p>5 Now, sometimes regional projects are</p> <p>6 very big, sometimes they're very small. But they</p> <p>7 all have to demonstrate some level of regional</p> <p>8 significance. Oftentimes a project may exist only</p> <p>9 in a single jurisdiction, but if we're doing our</p> <p>10 job well, it's -- the improvements we're making</p> <p>11 are adding to the network that ultimately relieve</p> <p>12 congestion all throughout Northern Virginia.</p> <p>13 The remaining 30 percent of the funds</p> <p>14 flow back to the localities in which the money was</p> <p>15 raised. So if Prince William County generates 17</p> <p>16 percent of the revenues, Prince William County</p> <p>17 gets 17 percent of the 30 percent of the funds</p> <p>18 back. That applies to every jurisdiction</p> <p>19 including the five large towns that are affiliated</p> <p>20 with the Authority.</p> <p>21 And that money becomes local money that</p> <p>22 the Board of Supervisors or the City Council can</p> | 13 |

1 allocate at their own discretion for making

2 improvements, perhaps, in some cases smaller

3 improvements like sidewalks or planning for long

4 term projects. But in some cases, perhaps going

5 directly towards some projects that may themselves

6 be defined as regionally significant.

7 There are a few requirements that we

8 absolutely have to follow in making decisions and

9 all of these have really been sort of what I'll

10 call the -- I think I lost a slide there. Go back

11 one.

12 All of these priorities are things that

13 we have had to consider throughout this process as

14 sort of kill switches. If it doesn't meet these

15 basic standards, we don't even consider funding

16 it.

17 The first thing is that the project must

18 be contained in the regional transportation plan.

19 And we call it our transaction plan. The current

20 integration of that is a document about that thick

21 called Transaction 2040. It sits right next to

22 Transaction 2030 on my shelf which is about this

1 thick and someone recently gave me a copy of

2 Transaction 2020 which is only about that thick.

3 Transaction 2045 is going to be bigger. I

4 promise.

5 So it has to be in that regional

6 transportation plan. Additionally, if it is a

7 highway project, it must have been evaluated for

8 its congestion relief effectiveness through a

9 process that we call the HB 599 process. A piece

10 of legislation that requires that VDOT evaluate

11 all of our projects and compare them for

12 congestion relief.

13 It's not a simple zero to 100 score.

14 It's a very scalable score so that a larger

15 project will naturally get a larger score, but it

16 allows us to couple in with other data to

17 determine the overall effectiveness of the

18 project.

19 If it's not a highway project, it is a

20 transit project, it doesn't have to go through

21 that process. However, it must be a project that

22 expands capacity. The authority does not have the

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| 14 | <p>1 ability to fund transit operating or transit</p> <p>2 repairs. We can't contribute to upgrading</p> <p>3 existing systems. We have to expand systems and</p> <p>4 add more capacity in order for them to become</p> <p>5 eligible for funding.</p> <p>6 And as a really important side note,</p> <p>7 thanks to some legislation that was passed just in</p> <p>8 this general assembly session a few weeks ago,</p> <p>9 starting in FY17, so two years from now, all of</p> <p>10 the projects, including those transit projects,</p> <p>11 must be evaluated along with those highway</p> <p>12 projects through the 599 process.</p> <p>13 I talked a little bit about transaction</p> <p>14 2030 and 2040. Let's get the slide because I kind</p> <p>15 of talked about it.</p> <p>16 I like this slide a lot because it's</p> <p>17 really hard to read and if I try to explain it to</p> <p>18 you it would take about 45 minutes and I'd be more</p> <p>19 confused. The purpose of it though is it to</p> <p>20 demonstrate the fact that we use a very -- it's a</p> <p>21 very complex decision making process.</p> <p>22 I think there's been some concern in the</p> | 16 |
| 15 | <p>1 community that the funding that flows to Northern</p> <p>2 Virginia would sort of be funded in what some</p> <p>3 might call a business as usual way that decisions</p> <p>4 made about transit or highway projects are made on</p> <p>5 political grounds.</p> <p>6 And the reality is, the whole concept of</p> <p>7 having regional funding is to make sure that our</p> <p>8 decision making is driven largely by data, by</p> <p>9 empirical analysis that makes sure we're spending</p> <p>10 the money on those things that give us the biggest</p> <p>11 bang for the buck.</p> <p>12 Which means they have to go through our</p> <p>13 long range transportation plan. They have to go</p> <p>14 through a call for projects. They have to go</p> <p>15 through multiple layers of evaluation. They have</p> <p>16 to be reviewed by VDOT. They have to look for</p> <p>17 cautionary opportunities. Everything ties together</p> <p>18 and hopefully culminates in a successful two year</p> <p>19 plan that we'll be allocating next month.</p> <p>20 Tonight we're here to talk specifically</p> <p>21 about the FY15-FY16 two year program. You may</p> <p>22 recall, gosh, almost two years ago now, we</p> | 17 |
| | <p>1 approved our FY14 allocation. A series of</p> <p>2 projects funded both with cash and with debt</p> <p>3 service that really got us out the gate. Those</p> <p>4 were largely projects that were ready to go</p> <p>5 projects.</p> <p>6 I've been told we're not supposed to use</p> <p>7 the word shovel ready anymore, but I think that's</p> <p>8 the sort phrase people know. I think the reason</p> <p>9 we don't use it is because we realized that shovel</p> <p>10 ready doesn't mean exactly what people think it</p> <p>11 means. But projects that were pretty far down the</p> <p>12 road.</p> <p>13 This year we're considering more of a</p> <p>14 mix between those projects that are shovel ready</p> <p>15 and looking at some projects that are more in the</p> <p>16 planning phases, but that we know will make a big</p> <p>17 difference.</p> <p>18 We're fairly far down the line in our</p> <p>19 project schedule. This chart shows that we began</p> <p>20 the project selection criteria in October 2014.</p> <p>21 The reality is that it goes back much further than</p> <p>22 that. It was long before October 2014.</p> | |

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| <p style="text-align: right;">18</p> <p>1 about 300 million dollars over the two years to</p> <p>2 allocate towards solving them.</p> <p>3 So some of the projects that are under</p> <p>4 consideration won't make the cut. Some of them</p> <p>5 may be up for consideration for the FY17 plan.</p> <p>6 Some of those projects may have to be sidelined</p> <p>7 for the very long term. But we certainly have far</p> <p>8 more in the way of transportation needs in our</p> <p>9 region than the funding that we receive that's</p> <p>10 going to be able to fulfill, at least in the short</p> <p>11 term.</p> <p>12 There are three big components to how we</p> <p>13 make decisions that will put us at this final</p> <p>14 project list. The first one is -- essentially we</p> <p>15 start we with 599 process. That gives us our</p> <p>16 congestion score. We couple that with all of the</p> <p>17 analysis that we have to do with the Authority.</p> <p>18 Looking at things like cost</p> <p>19 effectiveness, project readiness, safety factors,</p> <p>20 connectivity between jurisdictions. Connectivity</p> <p>21 between activity centers. Looking at a number of</p> <p>22 qualitative and quantitative factors that are then</p> | <p style="text-align: right;">20</p> <p>1 I'm going all over the place.</p> <p>2 The single largest factor that goes into</p> <p>3 the final score of a project is that congestion</p> <p>4 relief score. 35 percent of the total score a</p> <p>5 project receives is directly tied to its</p> <p>6 congestion relief factor.</p> <p>7 The second big factor, however, deals</p> <p>8 more with the project readiness. 25 percent of</p> <p>9 the score is broken down into two categories, to</p> <p>10 ask the question of, how far along is this</p> <p>11 process?</p> <p>12 One of the challenges we have to be</p> <p>13 considerate of is the fact that if we put a</p> <p>14 million dollars towards looking at a study to</p> <p>15 determine the feasibility of the project we are</p> <p>16 probably creating some public expectation that</p> <p>17 however much it costs, we're going to continue to</p> <p>18 pay for it all the way through to construction.</p> <p>19 And if we did that, within a few years, there</p> <p>20 wouldn't be any money for new projects to be added</p> <p>21 on.</p> <p>22 So as an Authority, we've really looked</p> |
| <p style="text-align: right;">19</p> <p>1 coupled with the congestion relief score that lead</p> <p>2 to our final, what we call, NVT A score.</p> <p>3 That then gets brought together with</p> <p>4 your public comment, your considerations, from the</p> <p>5 jurisdictions, from the agencies, perhaps most</p> <p>6 importantly, from you as citizens, that help us</p> <p>7 make a final decision that will lead to our two</p> <p>8 year program.</p> <p>9 I like this slide because it's just a</p> <p>10 great analogy. The concept of the funnel. A lot</p> <p>11 of pieces come in to the top of the funnel.</p> <p>12 Things tend to come out of the bottom of the</p> <p>13 funnel very, very quickly. So our hope is that</p> <p>14 we'll be able to approve some projects that can</p> <p>15 really start turning dirt or adding new busses or</p> <p>16 whatever we're trying to do in a fairly quick</p> <p>17 timeframe much as we'd see, you know, large</p> <p>18 quantities of things passing through a funnel very</p> <p>19 quickly.</p> <p>20 The -- this just illustrates -- this</p> <p>21 slide just illustrates the myriad of sort of</p> <p>22 decision points we have to make. The largest --</p> | <p style="text-align: right;">21</p> <p>1 to those projects that have already gotten some</p> <p>2 traction. Perhaps there's been State of federal</p> <p>3 funding. Perhaps the local government has paid for</p> <p>4 it. Perhaps the private sector is paying for a</p> <p>5 portion of the road. And if we get those early</p> <p>6 phases paid for by somebody else, we can provide</p> <p>7 that large injection of funding that gets us to</p> <p>8 the construction phase.</p> <p>9 Then in addition to that there's a</p> <p>10 handful of other scoring opportunities that deal</p> <p>11 with urgency, technology, car sharing that help us</p> <p>12 make our final decisions on these projects.</p> <p>13 The Project Implementation Working Group</p> <p>14 is one of our standing committees that has</p> <p>15 recommended 34 specific highway and transit</p> <p>16 projects that are on these slides. The chart is</p> <p>17 difficult to read from a di stance, but the idea</p> <p>18 is there are some projects that are officially</p> <p>19 recommended for funding. It's possible we won't</p> <p>20 fund all of them.</p> <p>21 There are some other projects that</p> <p>22 aren't necessarily recommended, but are part of</p> |

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| <p style="text-align: right;">22</p> <p>1 this public hearing process because maybe some, 2 you know, it's quite possible some very important 3 arguments were made for providing funding for 4 those projects. 5 There were additional -- there are some 6 additional projects that actually don't show up in 7 that chart because the determination was they were 8 clearly not appropriate for funding at this time. 9 Perhaps they failed to meet one of those early 10 tests of whether they were compliant with the law. 11 In some cases, the jurisdiction or 12 agency determined that they didn't have the 13 management capacity to make on that project and 14 therefore they requested that it be pulled. But 15 any project that isn't funded certainly becomes a 16 candidate for consideration in any future round of 17 funding. 18 And we come through -- just skip through 19 these. These are -- can't really read them from a 20 distance. Can't read them up close, frankly. 21 You've got to blow them up really big and put them 22 on the screen. They print out -- they give you</p> | <p style="text-align: right;">24</p> <p>1 thank you for much for participating in this. If 2 you would like more information, you can visit us 3 at our website, thenovaauthority.org, and we have 4 a number of e-mail addresses that you can use to 5 send us comments or sign up for our newsletter. 6 And for those of you that know me, I'm a 7 pretty active social networker so you can like us 8 on Facebook. There's actually two pages with our 9 name. We're the one that's called The Northern 10 Virginia Transportation Authority, not the one 11 without the the. But go to our Facebook page and 12 like us and you'll be able to get updates in the 13 timeline or your news feed from there. 14 And with that, thank you all very much 15 for being here this evening. And again, I'm going 16 to take my seat and we'll move on with the public 17 hearing. Thank you all very much. 18 (Brief pause.) 19 CHAIRMAN NOHE: Okay. So just quick 20 instructions. Probably most of you have 21 participated in a process like this in the past. 22 A couple of quick ground rules.</p> |
| <p style="text-align: right;">23</p> <p>1 these big long sheets of paper. I'm starting to 2 feel my age a little. 3 So the next steps. Again, we're coming 4 close to the conclusion of our formal public 5 comment process as Monica pointed out. We will be 6 receiving public comment after tonight all the way 7 through April 12th. We're scheduled to have our 8 next Authority meeting on April 23rd. In between 9 now and then there will be a number of committee 10 meetings. The Project and Limitation Working 11 Group, the finance committee, the -- our 12 jurisdictional committee, our technical advisory 13 committee, our planning coordinating and advisory 14 committee. 15 All of our various committees will be 16 meeting over the course of the next month to 17 refine the recommendations and come back, 18 hopefully, on the 23rd with something that we as 19 an authority can approve and put forward as our 20 final project. 21 How do you get involved? Well, the 22 first thing you can do is be here tonight. So</p> | <p style="text-align: right;">25</p> <p>1 All speakers must sign in at the speaker 2 table just outside of this chamber. So if you 3 plan to speak tonight and you haven't signed up 4 yet, if you could please step outside and do so. 5 If you -- you also have to fill out a 6 speaker card. I have most of the speaker cards 7 that have been filled out already. 8 What we'll do this evening is we'll call 9 out three names. One will be the person who will 10 be speaking moments thereafter, the other two will 11 be on deck and the person behind on deck. So when 12 you hear your name as the third name on the list, 13 feel free to get up and sort of form -- help form 14 a short line so we can keep things moving quickly. 15 The -- after each speaker we'll call two 16 additional names. The third person will move to 17 second and we'll have a new third person. 18 When you step up, please give us your 19 name and the jurisdiction. The city, the county 20 and the town in which you live so that we know, 21 you know -- we understand your perspective and 22 where you're coming from. And certainly if you're</p> |

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| <p style="text-align: right;">26</p> <p>1 associated with one of the advocacy organizations 2 or with a jurisdiction, please share that with us 3 as well. 4 Each speaker will be given three 5 minutes. You may be familiar with the classic -- 6 when you begin to speak, a green light will come 7 on. It will switch to yellow when you have 30 8 seconds left. At that point we'd ask you start 9 wrapping up. And when the red light comes on, 10 we're going to ask you to finish your sentence and 11 allow others to get to the podium. 12 If you have written testimony, please 13 feel free to give a copy of that testimony to the 14 staff and they'll make sure that it's shared with 15 all of the authority members. 16 And if you prefer not to speak, that's 17 certainly an option as well. We have comment 18 forms available so you can provide your 19 observations or your concerns or compliments to us 20 in writing. 21 And finally, I will let folks know that 22 the public hearing is being recorded by Fairfax</p> | <p style="text-align: right;">28</p> <p>1 Rolling Road. It didn't make your list and I am a 2 big fan of objective criteria. Whenever we were 3 drafting this bill we said we wanted those roads 4 to be built on objective criteria and not 5 politics. So what I want to tell you is why I 6 think objectively it should be included on your 7 list. 8 And just so you know what we're talking 9 about. For those of you who don't live down here 10 in West Springfield, here is 95, and here is the 11 Fairfax County Parkway. Here's Old Keene Mill 12 Road and I put a highlighted area where Rolling 13 Road remains two lanes. Rolling Road is four 14 lanes from there north all the way to Braddock. 15 Interestingly, Rolling Road is called 16 that because they used to roll the tobacco from 17 the tobacco fields down to the port at Old 18 Colchester back when that was the main port of 19 Northern Virginia. 20 So it's been here for a long time. Ever 21 since I was a kid in 1970 it was supposed to be 22 widened. So things move slow.</p> |
| <p style="text-align: right;">27</p> <p>1 County Cable Channel 16. A link to this broadcast 2 will be posted on the Authority's website at 3 thenovaaauthority.org. So please be aware that 4 your comments are not just being recorded, but are 5 going to be made available for public review. 6 And with that I'm going to call up the 7 first three speakers. As is -- oh, we're going to 8 ask the folks to line up over here on this side. 9 She said to the right and that's your left. So I 10 guess that's stage left. 11 The -- traditionally we've allowed -- we 12 have some elected officials who have signed up to 13 speak this evening. We're going to allow them to 14 speak at the beginning of the agenda. Our first 15 speaker is Delegate Dave Albo and on deck behind 16 him will be Delegate Mark Sickles and Delegate Jim 17 LeMunyon. 18 DELEGATE ALBO: Well, hello. I'm Dave 19 Albo. Member of the House of Delegates Fairfax 20 County so I represent the southern tip of Fairfax 21 County. 22 What I want to talk to you about is</p> | <p style="text-align: right;">29</p> <p>1 It has been designed and redesigned 2 probably at least twice since I've been in the 3 House of Delegates. The federal government was 4 going to pay for it and we had a whole big public 5 meeting and the whole thing got designed and the 6 federal government pulled the plug and used the 7 money -- I think, Sharon, it was probably for the 8 Fairfax County Parkway ramp if I recall correctly. 9 So here's why I'm a little bit confused 10 about the work product. On December 2014, I got 11 this and I was all excited because it was number 12 seven. I said, oh, my gosh. Finally. Finally 13 Rolling Road. Number seven, I'm home free. And 14 then when we got this project list that you guys 15 recently did, it didn't make the cut. And that's 16 why I wanted to tell you why I think it should 17 make the cut. 18 There's a couple things that I want you 19 to consider. Number one, this number, 35,000,200 20 is probably too big. When the federal government 21 designed it, they make you do all this mojo on it. 22 You know how it works, right? You've got to put a</p> |

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| 30 | <p>1 bike path, plus you have to do another bike path</p> <p>2 and you've got all of this impact that Supervisor</p> <p>3 Herring (Phonetic) and I do not want. It will</p> <p>4 reduce the cost because you don't have to take</p> <p>5 people's backyards and front yards. So the</p> <p>6 number, I think, is too high.</p> <p>7 Secondly, your rating, 12.5. Thirteen</p> <p>8 projects that you've selected have ratings less</p> <p>9 than 12.5. So that's one of the reasons why I was</p> <p>10 a little bit confused about why I was not</p> <p>11 included.</p> <p>12 Next page here, because I think this is</p> <p>13 a chart that Delegate LeMunyon is going to show</p> <p>14 you later, but this is a VDOT classification of</p> <p>15 congestion reduction based on their different</p> <p>16 classifications. The one that we like the best is</p> <p>17 how many hours per day does this save people who</p> <p>18 aren't now sitting in their cars.</p> <p>19 And all of these, this is its seventh</p> <p>20 month congestion reduction project. Seventh. You</p> <p>21 might ask yourself, well, how is that? It's just</p> <p>22 a little two lane road.</p> | 32 | <p>1 authority and particularly, I think we should</p> <p>2 thank former Delegate Joe May, Vivian Watts, Dave</p> <p>3 Albo and Tom Russ who won't be joining us. But I</p> <p>4 think we should all look for a project that we can</p> <p>5 name after Tom Russ because he deserves a memorial</p> <p>6 highway somewhere to be named after him.</p> <p>7 CHAIRMAN NOHE: Not too soon.</p> <p>8 DELEGATE SICKLES: Let's get it done</p> <p>9 while he's still alive. Let's do it while he can</p> <p>10 still enjoy it and ride over it. Sorry about</p> <p>11 that.</p> <p>12 I just want the mention four things real</p> <p>13 quick. Thank you for funding the EIS on Route 1.</p> <p>14 I understand they're going to join the transit</p> <p>15 part with the road part. We definitely need to</p> <p>16 get the unbelievable 90 million dollar project</p> <p>17 between Napa Road and the Roy Rogers on Route 1</p> <p>18 done. I hope that we can get the CIS done</p> <p>19 smoothly.</p> <p>20 It worries we that it will take so long,</p> <p>21 but I understand -- I've been told that if we do</p> <p>22 this now, it will be more prepared for the next</p> |
| 31 | <p>1 I want to draw your attention to this</p> <p>2 map. Here's the problem. Down here is the silver</p> <p>3 circle. That's the second largest government</p> <p>4 office building in the United States. The NSA</p> <p>5 building. Seven thousand jobs. And that's why</p> <p>6 this thing has become a nightmare as of the last</p> <p>7 couple years.</p> <p>8 So again, I'm into objective analysis,</p> <p>9 but I just hope that you would agree with me that</p> <p>10 objectively, it should be included on your list.</p> <p>11 Thank you.</p> <p>12 CHAIRMAN NOHE: Thank you. Next is</p> <p>13 Delegate Mark Sickles and he will be followed by</p> <p>14 Delegate Jim LeMunyon and Delegate Bob Marshall.</p> <p>15 DELEGATE SICKLES: Thank you, Mr.</p> <p>16 Chairman and members of the committee. I'm Mark</p> <p>17 Sickles. I'm from the 43rd Delegate District</p> <p>18 which is -- adjoins Delegate Albo's district in</p> <p>19 beautiful South Fairfax County.</p> <p>20 I'm glad to see all of these people here</p> <p>21 after a lot of work on this bill over the years of</p> <p>22 getting to a place where we had money to fund this</p> | 33 | <p>1 time we go in this next program.</p> <p>2 Secondly, you've got the Frontier Drive</p> <p>3 project in here that will help us with the</p> <p>4 potential huge development in Springfield. We</p> <p>5 need to -- it's in here. Thank you for putting it</p> <p>6 in here. I hope you'll keep it in there.</p> <p>7 Also, I strongly support Alexandria</p> <p>8 City's west end transit way. This is something</p> <p>9 that will help people that live in my district.</p> <p>10 I'm hoping that Fairfax County's transportation</p> <p>11 department and Madam Chairman will work with</p> <p>12 Alexandria City to possibly to bring it a little</p> <p>13 bit further south below the Van Dorn Metro stop</p> <p>14 that many of our constituents use through the</p> <p>15 Fairfax connector bus service, but which will be</p> <p>16 much enhanced with this transit way.</p> <p>17 And fourth, a project that's not on</p> <p>18 anybody's list, but I hope that we can think about</p> <p>19 it as we move forward and that is the one lane</p> <p>20 bridge that we have on Newington Road where cars</p> <p>21 in Fairfax County actually have to wait for the</p> <p>22 car coming the other way to come under the</p> |

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| 34 | <p>1 railroad track before they can proceed in the</p> <p>2 other direct.</p> <p>3 The impact of that has been raised or</p> <p>4 higher because we're building a Metro bus garage</p> <p>5 to serve Arlington Alexandria in Lorton, in my</p> <p>6 district and the busses will have to go past</p> <p>7 Newington Road. Past -- the closest way to get on</p> <p>8 95, 395 and go south past neighborhoods and onto</p> <p>9 Fairfax County Parkway south of where their</p> <p>10 terminal is going to be.</p> <p>11 So if we could look at that over time</p> <p>12 and maybe work with the railroad to find some</p> <p>13 money to modernize that bridge so that cars can</p> <p>14 pass underneath it and maybe we can have our Metro</p> <p>15 busses go through there too and save a lot of fuel</p> <p>16 while we're doing it.</p> <p>17 Thank you for listening to my testimony.</p> <p>18 Goodnight. I appreciate it.</p> <p>19 CHAIRMAN NOHE: Thank you.</p> <p>20 Speakers Delegate LeMunyon followed by</p> <p>21 Delegate Marshall and Supervisor Frank Principi.</p> <p>22 DELEGATE LEMUNYON: Thank you, Mr.</p> | 36 |
| 35 | <p>1 Chairman. It's good to be with you.</p> <p>2 I've got a handout coming around. I</p> <p>3 hope -- I made 20 copies. I hope that that's</p> <p>4 enough. I'll try to get this into three minutes.</p> <p>5 I like many of the projects and I don't</p> <p>6 like some others that you're recommending funding</p> <p>7 and I want tell you a little bit about why and</p> <p>8 reference one of your slides, Mr. Chairman, in</p> <p>9 particular.</p> <p>10 The 599 rating that appears on the chart</p> <p>11 with the yellow is taken from the VDOT chart which</p> <p>12 is the one I'm passing around. I put the colors</p> <p>13 on just to look at it. But that's the VDOT chart.</p> <p>14 I didn't see in your description how</p> <p>15 cost was taken into account and that's really</p> <p>16 important because it's explicit in the code. What</p> <p>17 VDOT did for you which I don't think was used, but</p> <p>18 I could be wrong, I would be happy to be told</p> <p>19 otherwise, is what you see in the green column.</p> <p>20 That's the VDOT score divided by project cost</p> <p>21 ranked from the highest down to the lowest.</p> <p>22 And you'll see that the Lee Road</p> | 37 |
| | <p>1 corridor ITS improvement is head and shoulders</p> <p>2 above any other project and I hope you will fund</p> <p>3 it. I'm happy to endorse that project and I'm</p> <p>4 happy that it's a road project in Arlington.</p> <p>5 As you go down the list you'll see the</p> <p>6 North Star Project is not funded and maybe there's</p> <p>7 reasons why not. I understand it's not in the</p> <p>8 2040 program. I hope someone funds it. It would</p> <p>9 be hard to explain why the number two project is</p> <p>10 not funded.</p> <p>11 Delegate Albo mentioned Rolling Road.</p> <p>12 If you look at it based on congestion versus cost,</p> <p>13 it's actually number four on the list. And I'm</p> <p>14 not going to go through all of them, but you get</p> <p>15 the point.</p> <p>16 I think the way to do this is to simply</p> <p>17 start at the top and go down until you run out of</p> <p>18 money for two years unless there's a compelling</p> <p>19 reason not to fund a project. And there may be.</p> <p>20 There are other factors to be taken into account</p> <p>21 for sure, but we ought to know what those factors</p> <p>22 are. I think the public ought to know what those</p> | |
| | <p>1 factors are.</p> <p>2 The flip side is, you go to the bottom.</p> <p>3 How is it that Northfax intersection and East</p> <p>4 Elden Street could be funded when you see their</p> <p>5 scores are .02, .03 -- these are VDOT numbers, not</p> <p>6 mine. When those numbers are 50 to 100 times less</p> <p>7 than say, Rolling Road in terms of effectiveness</p> <p>8 of congestion reduction per dollar spent.</p> <p>9 So I think there's something askew in</p> <p>10 what happened when you take the VDOT numbers and</p> <p>11 you come up with your list. And so I would just</p> <p>12 simply ask you go back and review that and most</p> <p>13 importantly you provide the documentation for --</p> <p>14 as you'll see in the attachment there, it's the</p> <p>15 section of the code is the underlined portion at</p> <p>16 the bottom, congestion reduction relative to the</p> <p>17 cost of the project and documented for each</p> <p>18 project selected.</p> <p>19 We're not there yet, I understand you're</p> <p>20 going to take more comments and do more work, but</p> <p>21 I think that's still work to be done.</p> <p>22 Just to touch on the transit side, I</p> | |

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| <p style="text-align: right;">38</p> <p>1 know those have not yet been rated according to 2 599. But again, I see the scores. I don't see 3 any information that's congestion reduction 4 relative to cost. And that also applies to 5 transit even though they're not going to be rated 6 for a couple years, that factor is still there and 7 that requirement is still there in the code. 8 So I'm just -- a couple things on the 9 transit side. I noticed there's 20 -- if I'm not 10 mistaken, 24 busses. It looks like there might be 11 six more, but they're not numbered, for Fairfax. 12 I would just ask, is that all the busses 13 we need in Northern Virginia and then we've got 14 all of the busses that we need? If not, those 15 would be the ones you'd want to fund first because 16 they're so cost effective and get people off the 17 road while we're rating these other more 18 complicated projects. So that's just something to 19 consider. 20 Last point I want to make and I know I'm 21 over my time. If you go back and look at the data 22 that is behind the VDOT numbers and I'll just say</p> | <p style="text-align: right;">40</p> <p>1 project on the time that would be put back into 2 people's lives by funding that project. 3 And just to give you a comparison -- 4 CHAIRMAN NOHE: Mr. Delegate, what I 5 would like -- I appreciate that. We do have a lot 6 of other speakers. 7 DELEGATE LEMUNYON: I'll give you 20 8 more seconds. 9 The two at the top. Rolling Road and 10 North Star would put 9,800 hours back into 11 people's lives for about 49 million bucks. The 12 two at the bottom, Northfax and Elden, would put 13 about 132 hours back into the lives of people in 14 Northern Virginia for the same amount of money. 15 That's why you can't fund them and you've got to 16 fund the stuff at the top. Thank you. 17 CHAIRMAN NOHE: Thank you Delegate. 18 DELEGATE LEMUNYON: Sorry I went over. 19 CHAIRMAN NOHE: No problem. Thank you 20 very much. 21 There was one point that Delegate 22 LeMunyon raised that I'll ask staff about.</p> |
| <p style="text-align: right;">39</p> <p>1 to you publicly what I told them privately a 2 couple months ago as someone who was involved in 3 599 when we first passed it. 4 VDOT worked on this in their contract 5 and not only met, but exceeded my expectations. 6 They did an outstanding job and that's why you see 7 these numbers before you. 8 One of the things that they reported 9 that I don't think anybody else has caught onto 10 yet, is that if you take the transportation 11 network in Northern Virginia and by one measure 12 the delay we have going slower than the posted 13 speed limit all over Northern Virginia, add up all 14 that time for all the people on one weekday, it's 15 about 900,000 hours of wasted time. You've got to 16 live to be 103 years old to live 900,000 hours. 17 Multiply that by a cost. What's your 18 time worth? Minimum wage? Ten bucks an hour? 19 Twenty-five an hour? Tens of millions of dollars 20 of lost productivity is where we are now. 21 What they did and it's not on this 22 sheet, it's in the backup, is they scored every</p> | <p style="text-align: right;">41</p> <p>1 Because there are some projects that got 2 relatively high scores, but are not recommended 3 for funding. It might just look, just for the 4 audience's benefit, that in many cases there were 5 some significant barriers to moving forward. Could 6 you just touch on that? 7 UNIDENTIFIED SPEAKER: Right. Some 8 projects were rated and evaluated as part of HB 9 599 which the Authority legally cannot fund 10 because they are not in transaction. And these 11 would be transit projects. 12 CHAIRMAN NOHE: So we have some projects 13 that scored well, but we can't fund them until 14 they enter into transaction. 15 UNIDENTIFIED SPEAKER: The update, yes. 16 CHAIRMAN NOHE: And all of those 17 projects will be part of the -- 18 UNIDENTIFIED SPEAKER: Yes. 19 CHAIRMAN NOHE: -- update transaction. 20 UNIDENTIFIED SPEAKER: Correct. 21 CHAIRMAN NOHE: Okay. 22 UNIDENTIFIED SPEAKER: And the law</p> |

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| 42 | <p>1 prescribes that?</p> <p>2 UNIDENTIFIED SPEAKER: Yes.</p> <p>3 UNIDENTIFIED SPEAKER: So we don't have</p> <p>4 --</p> <p>5 UNIDENTIFIED SPEAKER: HB 2313 requires</p> <p>6 that the projects, the transit and highway</p> <p>7 projects are in transaction or the update.</p> <p>8 CHAIRMAN NOHE: I just want to make that</p> <p>9 point clear that we weren't just ignoring --</p> <p>10 UNIDENTIFIED SPEAKER: Put them in the</p> <p>11 old transaction. Don't wait for the new one.</p> <p>12 CHAIRMAN NOHE: I appreciate it.</p> <p>13 UNIDENTIFIED SPEAKER: I'm serious.</p> <p>14 CHAIRMAN NOHE: The next speaker is</p> <p>15 Delegate Marshall followed by Supervisor Principi</p> <p>16 and Mayor Kristen Umstattd.</p> <p>17 DELEGATE MARSHALL: Mr. Chairman, I'm</p> <p>18 color blind so I may not know when to stop up</p> <p>19 here.</p> <p>20 CHAIRMAN NOHE: As you know, Mr.</p> <p>21 Marshall, I'm more than happy to cut you off.</p> <p>22 Mr. Marshall is the one speaker here</p> | 44 |
| 43 | <p>1 tonight who can vote for me this year.</p> <p>2 DELEGATE MARSHALL: Right. I can, but -</p> <p>3 -</p> <p>4 Mr. Chairman and members of the NVTa,</p> <p>5 thank you for holding this public session to hear</p> <p>6 the citizen's concerns. And I hope in the future</p> <p>7 that you may hold some of these meetings in</p> <p>8 different areas throughout the jurisdiction of the</p> <p>9 NVTa, not just here.</p> <p>10 And at first I know this may shock you,</p> <p>11 but I want to thank you for, at least I'm told</p> <p>12 that you're going to include 5 million dollars for</p> <p>13 a study for the Route 28 corridor; is that</p> <p>14 correct?</p> <p>15 CHAIRMAN NOHE: It's two and a half</p> <p>16 million.</p> <p>17 DELEGATE MARSHALL: Two and a half</p> <p>18 million. Okay. Then half of the thanks.</p> <p>19 That is a help. I know that that's a</p> <p>20 long range study, but what is concerning to me, I</p> <p>21 know some of the members here are on the Route 28</p> <p>22 study group. We all recognize the difficulty of</p> | 45 |

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| 46 | <p>1 public in a way that it may be hard to convey.</p> <p>2 Thank you.</p> <p>3 CHAIRMAN NOHE: Thank you, sir. And</p> <p>4 it's still in yellow. Thank you.</p> <p>5 DELEGATE MARSHALL: Well, I can --</p> <p>6 CHAIRMAN NOHE: I appreciate it.</p> <p>7 I will add -- just -- Delegate Marshall</p> <p>8 made an observation that I think is important. He</p> <p>9 asked about holding meetings outside of this.</p> <p>10 There have been a series of town hall</p> <p>11 meetings throughout the region. We had one in</p> <p>12 Prince William, Manassas and Manassas Park last</p> <p>13 week. The city of Fairfax had their town hall</p> <p>14 last night. Fairfax County is having one next --</p> <p>15 UNIDENTIFIED SPEAKER: On Tuesday the</p> <p>16 31st at 6:30 at the Government Center.</p> <p>17 CHAIRMAN NOHE: Tuesday the 31st.</p> <p>18 We have taken some of this on the</p> <p>19 record. Loudoun County had a regional presentation</p> <p>20 as well.</p> <p>21 UNIDENTIFIED SPEAKER: Arlington is the</p> <p>22 30th.</p> | 48 |
| 47 | <p>1 CHAIRMAN NOHE: Arlington's is also on</p> <p>2 the 30th. So there's a few of those town halls</p> <p>3 that have happened and there's a few happening in</p> <p>4 Fairfax and Arlington.</p> <p>5 Thank you.</p> <p>6 SUPERVISOR PRINCIPI: Thank you. Good</p> <p>7 evening, Mr. Chairman and members of the</p> <p>8 Authority. My name is Frank Principi. I am the</p> <p>9 Woodbridge representative on the Prince William</p> <p>10 Board of County Supervisors.</p> <p>11 I rise tonight in support of project 8P</p> <p>12 as in Prince William. It is the widening of Route</p> <p>13 1 for about a 1.3 mile stretch of road, the</p> <p>14 addition of sidewalks, a shared used path and</p> <p>15 safer intersections.</p> <p>16 At -- currently it's estimated at about</p> <p>17 52 million dollars for right of way and</p> <p>18 construction, but we believe that might increase</p> <p>19 over time as we've seen a significant increase in</p> <p>20 right of way cost in other projects in Prince</p> <p>21 William.</p> <p>22 I believe this is a very smart</p> | 49 |
| | <p>1 investment in our infrastructure for a number of</p> <p>2 reasons. Number one, congestion mitigation, the</p> <p>3 number one priority for the authority to consider.</p> <p>4 It will provide significant mitigation to Route 1.</p> <p>5 Just yesterday, there was an accident on</p> <p>6 Interstate 95 southbound in the evening rush hour</p> <p>7 and I believe everybody got off of Interstate 95</p> <p>8 and got onto Route 1 in Woodbridge. And I'm going</p> <p>9 to tell you, it was bumper to bumper for a couple</p> <p>10 of hours for about a seven to eight mile stretch.</p> <p>11 This is something that can be addressed with this</p> <p>12 investment.</p> <p>13 Number two, safety. Since I've been in</p> <p>14 office since 2008, we have experienced 104</p> <p>15 pedestrian and bicycle-related incidents on this</p> <p>16 section of Route 1 including 13 fatalities. And</p> <p>17 this project will provide a safe pedestrian and</p> <p>18 bicycle infrastructure for those that want to get</p> <p>19 out and walk our community.</p> <p>20 Number three, economic development. It</p> <p>21 will spur economic growth. As we all know, public</p> <p>22 infrastructure investment is followed by private</p> | |
| | <p>1 sector investment. We're already beginning to see</p> <p>2 that on Route 1.</p> <p>3 Number four, it builds on two other</p> <p>4 major Route 1 projects that are ongoing. The</p> <p>5 north side of this project and at the south side</p> <p>6 of the project. It will create, together, a five</p> <p>7 mile stretch of Route 1 that is the widened with</p> <p>8 new businesses, with more jobs and with a lot less</p> <p>9 traffic.</p> <p>10 For these reasons I ask the Authority to</p> <p>11 maintain the 2015-2016 two year program and</p> <p>12 include project 8P in the list. Thank you.</p> <p>13 CHAIRMAN NOHE: Thank you, Supervisor</p> <p>14 Principi. Thank you.</p> <p>15 I will ask of future speakers, I've just</p> <p>16 been told that sometimes folks in the back are</p> <p>17 having trouble hearing speakers at the podium so</p> <p>18 if -- the mikes are tied into the broadcast, but</p> <p>19 they're not transmitting through speakers in this</p> <p>20 room. So to the best that we can project, let's</p> <p>21 try to do that.</p> <p>22 We have Mayor Umstattd up next. After</p> | |

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| 50 | <p>1 that we have -- I fell behind here -- Mayor Lisa</p> <p>2 Merkel and Joe Vidulich on the next one.</p> <p>3 MAYOR MERKEL ^{Umstattd}: Thank you, Mr. Chairman,</p> <p>4 other chairs, delegates, senators and other</p> <p>5 members of the Authority. I'm here to reaffirm</p> <p>6 the Town of Leesburg's position on the NVTa FY2015</p> <p>7 and 2016 program. I'm the mayor of Leesburg. My</p> <p>8 name is Kristen Umstattd.</p> <p>9 We have a town with 48,000 residents.</p> <p>10 We continue to grow rapidly and we would like to</p> <p>11 thank VDOT for getting the design of the Route 15</p> <p>12 bypass at Edwards Ferry Road Interchange started</p> <p>13 and that is project number 1P. And with the</p> <p>14 proposed FY16 money, VDOT would be able to</p> <p>15 complete the interchange justification report.</p> <p>16 I'm going to move on now to project 1L</p> <p>17 which is perhaps our most important request to</p> <p>18 you. The Leesburg town council has adopted a</p> <p>19 resolution by a unanimous vote requesting funding</p> <p>20 for the interchange at Battlefield Parkway and</p> <p>21 East Market Street. Route 7. The council's</p> <p>22 concerns and priorities are outlined in the</p> | 52 |
| 51 | <p>1 resolution, 2014-106, and I would like to</p> <p>2 highlight several entries that are especially</p> <p>3 important to the town.</p> <p>4 That section of road sees 88,000 average</p> <p>5 daily trips. You know, we get more traffic</p> <p>6 through Leesburg than Winchester gets on Route --</p> <p>7 on I-81. The 2013 traffic volume was at 83,000</p> <p>8 average daily trips. The 2040 prediction is</p> <p>9 113,000.</p> <p>10 An interchange at this location is</p> <p>11 included as a needed improvement in transaction</p> <p>12 2040 and has been adopted by VDOT and NVTa and the</p> <p>13 elimination of all signalized intersections from</p> <p>14 the Routes 715 bypass to Route 28 is part of the</p> <p>15 VDOT Loudoun County and Town of Leesburg</p> <p>16 transportation plans.</p> <p>17 We believe that this would significantly</p> <p>18 reduce congestion and we wanted to let you know</p> <p>19 that one quarter of that interchange, the</p> <p>20 southeast corner, has already been designed by the</p> <p>21 private sector. We feel that can help with</p> <p>22 furthering this project more quickly.</p> | 53 |

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| 54 | <p>1 comprehensive plan and CIP.</p> <p>2 The preliminary engineering for this</p> <p>3 project is now underway by VDOT with the location</p> <p>4 and design public hearings scheduled for later</p> <p>5 this year, 2015. Since the year 2000, significant</p> <p>6 sections of street dedication have already been</p> <p>7 acquired by the Town of Herndon for the subject</p> <p>8 roadway improvements.</p> <p>9 The project is now leveraging previous</p> <p>10 non-NVTA funds totaling 6.5 million dollars, a</p> <p>11 portion of which is now being directed toward</p> <p>12 preliminary engineering.</p> <p>13 In summary, the project provides for</p> <p>14 turning lane capacity improvements at major</p> <p>15 intersections, encourages less reliance on vehicle</p> <p>16 traffic by providing multimodal circulation</p> <p>17 alternatives for pedestrians, bicyclists and</p> <p>18 transit users for local and regional destinations.</p> <p>19 The project is to include biplanes,</p> <p>20 transit stop improvements, pedestrian signal and</p> <p>21 crosswalk intersection enhancements along with</p> <p>22 pedestrian and bike connectivity to local and</p> | 56 | <p>1 from Monty Python. I'm not dead yet.</p> <p>2 We have up next Joe Vidulich, followed</p> <p>3 by Audrey Clement and Catherine Voorhees.</p> <p>4 MR. VIDULICH: Good evening, Mr.</p> <p>5 Chairman. My name is Joe Vidulich, I'm the Vice</p> <p>6 President of Government and Relations at the</p> <p>7 Fairfax County Chamber of Commerce. Fairfax</p> <p>8 Chamber respects 650 businesses and 500,000</p> <p>9 employees of the Northern Virginia region.</p> <p>10 Regionalism is key to us. We're more</p> <p>11 than just the County Chamber of Commerce. We've</p> <p>12 been around 90 years this year. So we've been</p> <p>13 around the block a couple of times and it got a</p> <p>14 little crowded since we started.</p> <p>15 Addressing the critical transportation</p> <p>16 crisis in Northern Virginia is our top priority</p> <p>17 and it has always been. We believed in unlocking</p> <p>18 Northern Virginia's transportation crisis and it</p> <p>19 is, in fact, a crisis, is the regional</p> <p>20 collaboration. So we support the work you're</p> <p>21 doing here at the Authority.</p> <p>22 The focus must be, as laid out numerous</p> |
| 55 | <p>1 regional trails as well as our future Metro</p> <p>2 station in a concerted effort to encourage non-</p> <p>3 vehicle usage and reduce congestion.</p> <p>4 The town council is in full support of</p> <p>5 the East Elden Street Project and we commend the</p> <p>6 NVTA board and its jurisdiction and agency</p> <p>7 coordinating committee for their concerted efforts</p> <p>8 to identify and prioritize transportation</p> <p>9 improvement projects within the Northern Virginia</p> <p>10 region.</p> <p>11 The town of Herndon is prepared to work</p> <p>12 cooperatively with NVTA, VDOT, Fairfax County and</p> <p>13 other agencies involved in addressing the town's</p> <p>14 regional roadway projects and other critical</p> <p>15 regional transportation initiatives and we</p> <p>16 appreciate your continued support and look forward</p> <p>17 to working with you in the future.</p> <p>18 And with all due respect to Delegate</p> <p>19 Sickles, if there is a Tom Russ memorial anything,</p> <p>20 it must be in the town of Herndon. He served us</p> <p>21 so well over the years. Thank you for your time.</p> <p>22 CHAIRMAN NOHE: I'm reminded of the line</p> | 57 | <p>1 times, one, move the greatest number of people,</p> <p>2 reduce congestion and travel time, ensuring the</p> <p>3 best long term return on investments and promote</p> <p>4 regional economic development and growth and</p> <p>5 enhance regional security in this Washington, D.C.</p> <p>6 centered town.</p> <p>7 In this regard, the Fairfax Chamber</p> <p>8 urges the Authority to examine the draft of FY15-</p> <p>9 16 project list and focus it on regional tax</p> <p>10 dollars and projects with the greatest regional</p> <p>11 significance. Top priorities should be given to</p> <p>12 regional highway projects making congestion</p> <p>13 reduction improvements to major arteries and</p> <p>14 through regional transportation projects that make</p> <p>15 capital investments expand services with</p> <p>16 documented need.</p> <p>17 To that end, there are, quite candidly,</p> <p>18 a number of initiatives including the proposed</p> <p>19 FY15-16 project list that score fairly low in</p> <p>20 their congestion reduction ability and should be</p> <p>21 reconsidered.</p> <p>22 Other projects like the widening of</p> |

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| 58 | <p>1 Route 28, the Route 28 Bypass Study, the Route 1 2 widening and the Fairfax County Parkway 3 Improvement Study meet the need of congestion 4 reduction and has the support of the business 5 community.</p> <p>6 In addition, I would be remiss if I did 7 not highlight the Chamber's support for transit 8 projects that propose 8.9 million dollars in 9 traction power upgrades, support Metro's eight car 10 train project.</p> <p>11 Eight car trains for Metro system-wide 12 represents a 33 percent increase in capacity. 13 Ladies and gentlemen, that's nearly five thousand 14 more passengers that can ride per hour per 15 direction on the orange and silver lines. The 16 best way to alleviate congestion and overcrowding 17 on Metro is to extend trains from six cars to 18 eight cars.</p> <p>19 In addition to specific projects, I 20 would be remiss if I didn't remind the Authority 21 that HB 2013 does not require you to spend all of 22 your money. The Chamber believes it's imprudent</p> | 60 |
| 59 | <p>1 and necessary to limit the FY16 budget to two year 2 projects, to those that have shown to provide the 3 most congestion reduction relative to cost and 4 hold a substantial balance of funds in reserve 5 until projects of greater regional significance 6 could have time to be considered and be approved. 7 Its how we spend these dollars that are invested, 8 not how fast that matters most.</p> <p>9 A coordinated regional approach to 10 addressing the jurisdiction's transportation needs 11 will provide the more long term solution not only 12 to the residents of this region, but to the 13 businesses as well. We thank you for your time, 14 sir.</p> <p>15 CHAIRMAN NOHE: Next is Audrey Clement 16 followed by Catherine Voorhees and Nancy Smith.</p> <p>17 MS. CLEMENT: Welcome Chairman Nohe and 18 members of the board. My name is Audrey Clement, 19 I'm an independent candidate for Arlington County 20 Board.</p> <p>21 My concern is not with an ask. I'm not 22 asking for money, I'm expressing concern about the</p> | 61 |

1 future of the silver line. Last December during
2 morning rush hour, I shuttled with my bike from
3 the Wiehle-Reston Metro station to Herndon Park
4 and Ride where I then boarded a standing room only
5 5A bus to L'Enfant Plaza in D.C.

6 I commented to the 5A bus driver that he
7 must be very popular with commuters to attract
8 such crowds. No, retorted an irate middle-aged
9 passenger. She said it takes more than an hour to
10 get into town via the slow moving silver line
11 whereas it takes only 45 minutes by the 5A bus
12 which stops at Rosslyn Metro in route to L'Enfant
13 Plaza.

14 Speed is not a problem for the
15 Washington flier bus that shuttles people in ten
16 minutes from IAD to Wiehle-Reston where the silver
17 line is timed to pick up the off loaded
18 passengers.

19 On the Sunday after New Year's I arrived
20 at IAD from Atlanta a little after 9:00 p.m. and
21 was on the Metro within an hour. Yet I estimate
22 that no more than a dozen people boarded that

1 train on one of the busiest travel days of the
2 year.

3 These experiences highlight the
4 underutilization of the silver line either because
5 bus provides a faster, cheaper alternative or
6 because people are programmed to shun all forms of
7 mass transit.

8 Bob Chase, head of the Northern Virginia
9 Transportation Alliance, which also calls itself
10 NVTa, exemplifies the latter. He recently took
11 issue with the National Capital Region
12 Transportation Planning Board report indicating
13 that a majority of public comments sought more
14 details and greater commitments from VDOT that the
15 multimodal aspects of the proposals, especially
16 the new commuter and rapid bus services would be
17 implemented.

18 Not quite, said Chase. 58 percent
19 stressed the need for additional lanes and
20 increased capacity in the corridor with no mention
21 of concern regarding transit commitments. While
22 only 31 percent expressed concern regarding

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| 62 | <p>1 transit services.</p> <p>2 I do not doubt the accuracy of Bob</p> <p>3 Chase's numbers. In fact, lack of Metro ridership</p> <p>4 explains why I-66 inside the Beltway is still a</p> <p>5 parking lot when HOV is not in effect during rush</p> <p>6 hour and sometimes when it is.</p> <p>7 I myself applaud Bob Chase's search for</p> <p>8 more parking space, but I do question whether area</p> <p>9 interstates are the appropriate place to put it.</p> <p>10 Thank you.</p> <p>11 CHAIRMAN NOHE: Thank you Ms. Clement.</p> <p>12 Next we have Catherine Voorhees followed</p> <p>13 by Nancy Smith and Tomonka Byrd (Phonetic). I</p> <p>14 apologize for the mispronunciation.</p> <p>15 MS. VOORHEES: Good evening. My name is</p> <p>16 Catherine Voorhees. I'm at 8029 Washington Road</p> <p>17 in Alexandria, Virginia in Mount Vernon</p> <p>18 Magisterial District of Fairfax County. I'm here</p> <p>19 tonight to request that project 8S, the U.S. Route</p> <p>20 1/Richmond Highway from Mount Vernon Memorial</p> <p>21 Highway to Napa Road.</p> <p>22 In 2004, we joined the evening rush hour</p> | 64 | <p>1 in 2008 and I posed my son's question to a VDOT</p> <p>2 official who had no real answer. Paint does not</p> <p>3 solve problems. Infrastructure does.</p> <p>4 In 2012, the base realignment and</p> <p>5 closure, or BRAC, occurred dumping 17,000</p> <p>6 additional employees onto Fort Belvoir. These</p> <p>7 employees came from the north as evidenced by the</p> <p>8 increase in traffic on the George Washington</p> <p>9 Parkway as well as the south. Fort Belvoir now</p> <p>10 had 32,000 employees. More than the Pentagon.</p> <p>11 And only one highway to get the vast majority of</p> <p>12 them to work and virtually no public transit</p> <p>13 option.</p> <p>14 There is no such -- the pentagon has two</p> <p>15 Metro lines and multiple bus lines that feed to</p> <p>16 that location. There is no such comparable</p> <p>17 transit infrastructure for Fort Belvoir and</p> <p>18 project 8S would provide bus rapid transit</p> <p>19 initially and then an extension of the Metro</p> <p>20 yellow line.</p> <p>21 To get to gymnastics practice, our high</p> <p>22 school daughter had to leave by 2:30 p.m.</p> |
| 63 | <p>1 commute as our daughter joined a competitive</p> <p>2 gymnastic team in Woodbridge, Virginia. In 2004,</p> <p>3 I could leave my D.C. office at 3:00 p.m., travel</p> <p>4 down U.S. Route 1 and then pick up our two kids</p> <p>5 from St. Louis School on Popkins Lane off of</p> <p>6 Richmond Highway. As long as we had 30 to 40</p> <p>7 minutes, we could reach our 18 mile destination by</p> <p>8 5:00 p.m.</p> <p>9 In 2008 we were still making the reverse</p> <p>10 commute. However, traffic along U.S. Route 1 had</p> <p>11 gotten much worse. Our nine-year-old son</p> <p>12 commented, isn't crossing the double orange lines</p> <p>13 illegal, when we were in yet another back up</p> <p>14 because of a fender bender due to cars trying to</p> <p>15 make a left hand turn without a dedicated left</p> <p>16 hand turn lane.</p> <p>17 These accidents could add 30 to 60</p> <p>18 minutes to our trip so we left the school at 3:30</p> <p>19 p.m. With traffic and no accidents the time to</p> <p>20 transverse the same distance increased to 50</p> <p>21 minutes.</p> <p>22 I became the NVCCA transportation chair</p> | 65 | <p>1 Considering Fort Belvoir's master growth plan</p> <p>2 indicates that by 2030 about 56,000 employees will</p> <p>3 be working at Fort Belvoir. An increase of 24</p> <p>4 thousand employees.</p> <p>5 Over the current total, common sense</p> <p>6 dictates funding project 8S so that mass transit</p> <p>7 and improved infrastructure are constructed prior</p> <p>8 to the implementation to have Fort Belvoir's</p> <p>9 planned expansion. Otherwise, it will be too</p> <p>10 late.</p> <p>11 Thank you for your consideration.</p> <p>12 CHAIRMAN NOHE: Thank you, Ms. Voorhees.</p> <p>13 And again, Nancy Smith followed by Ms.</p> <p>14 Byrd and then by John Carhnak.</p> <p>15 MS. SMITH: Good evening, Chairman Nohe,</p> <p>16 board members. My name is Nancy Smith. I'm with</p> <p>17 the Northern Virginia Transportation Alliance.</p> <p>18 The older and original NVTa.</p> <p>19 Passage of HB 2313, as you know, carries</p> <p>20 with it great responsibility to invest those funds</p> <p>21 in projects and services that do the most to</p> <p>22 reduce congestion in our area and have regional</p> |

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| 66 | <p>1 investment program for the long term perspective.</p> <p>2 Unfortunately, the proposed FY15-16 two</p> <p>3 year project list is primarily comprised of local</p> <p>4 projects that rate fairly low in their congestion</p> <p>5 reduction ability or local transit projects that</p> <p>6 have not been rated to show their ability to</p> <p>7 reduce congestion. Many projects that we know to</p> <p>8 have the most regional significance, such as</p> <p>9 improvements to I-66, do not even appear.</p> <p>10 Now, top priority should be given to</p> <p>11 regional highway projects making congestion</p> <p>12 reduction improvements to major arterials, primary</p> <p>13 roads and parkways and to regional transit</p> <p>14 projects that make capital investments to expand</p> <p>15 services with documented needs. We are concerned</p> <p>16 that hundreds and millions of dollars are</p> <p>17 recommended for transit projects that have yet to</p> <p>18 be rated on these measures.</p> <p>19 The alliance supports funding for the</p> <p>20 following proposed highway projects that do have</p> <p>21 regional impacts on your list including the Route</p> <p>22 28 widening from Prince William to I-66, Route 28</p> | 68 |
| 67 | <p>1 bypass study, Route 1 widening both in Prince</p> <p>2 William and Fairfax County, Fairfax County Parkway</p> <p>3 Improvement Study and the Loudoun County extension</p> <p>4 to U.S. 50. As well as some regionally</p> <p>5 significant transit projects like the eight car</p> <p>6 Metro power upgrades and connector bus service</p> <p>7 expansion for 22 new busses and routes.</p> <p>8 However, the immediate need for projects</p> <p>9 such as additional entrances to existing Metro</p> <p>10 stations, VRE platform extensions, local transit</p> <p>11 ways and local intersection and street improvement</p> <p>12 are questionable. While some projects that have</p> <p>13 tested to provide significant congestion relief</p> <p>14 such as a previously mentioned project on Rolling</p> <p>15 Road widening, are noticeably left off the list.</p> <p>16 Most people save for things that are</p> <p>17 important for them. A home, a kid's education,</p> <p>18 retirement. Those that spend money as fast as it</p> <p>19 comes in generally find it difficult to achieve</p> <p>20 those objectives. The same will be true of the</p> <p>21 Authority if it continues to spend most of the</p> <p>22 regional dollars as they come in as opposed to</p> | 69 |
| | <p>1 putting them aside for transportation investments</p> <p>2 that matter the most for the long term.</p> <p>3 The Alliance believes it is prudent and</p> <p>4 necessary to limit the FY15-16 two year project</p> <p>5 funds to those projects that have been shown to</p> <p>6 provide the most congestion reduction relative to</p> <p>7 cost and hold a substantial balance of funds in</p> <p>8 reserve until other projects of greater regional</p> <p>9 significance are ready for construction.</p> <p>10 As another speaker said earlier and I</p> <p>11 liked his language, it's how well these dollars</p> <p>12 are invested, not how fast you spend it that</p> <p>13 matters. Thank you.</p> <p>14 CHAIRMAN NOHE: Ms. Byrd? I'll set this</p> <p>15 aside. Followed by John Carhnak, then John</p> <p>16 Lenahan and Jeremy McPike.</p> <p>17 MR. CARHNAK: Good evening. My name is</p> <p>18 John Carhnak and I live in Woodbridge in Prince</p> <p>19 William County. I'm here this evening speaking on</p> <p>20 behalf of the Woodbridge Potomac Communities Civic</p> <p>21 Association.</p> <p>22 As a civic association our goals are</p> | |

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| 70 | <p>1 What's left will be a 1.3 mile</p> <p>2 bottleneck between these two sections. We can fix</p> <p>3 this mistake. Project 8P of the NVTa two year</p> <p>4 program that is titled Route 1 Widening from</p> <p>5 Featherstone Road to Mary's Way.</p> <p>6 I was at the intersection of Route 1 and</p> <p>7 Mary's Way last Saturday night. Traffic stretched</p> <p>8 into the horizon headed south. Yes, I said</p> <p>9 Saturday. Not weekday rush hour. Even Saturday</p> <p>10 this road is a mess and it's every Saturday. In</p> <p>11 the summer it gets worse. It's all day long.</p> <p>12 I looked at your ranking scores and</p> <p>13 quite frankly, I was shocked that project 8P did</p> <p>14 not rank at least within the top three based on</p> <p>15 congestion. Projects at both end of this one are</p> <p>16 well underway. Route 1 widening from Featherstone</p> <p>17 Road to Mary's Way is critical and needs to be</p> <p>18 funded and done as soon as possible to mesh with</p> <p>19 the projects on both ends. Thank you.</p> <p>20 CHAIRMAN NOHE: Thank you, Mr. Carhnak.</p> <p>21 Next up is John Lenahan followed by</p> <p>22 Jeremy McPike and Dennis Kirkland. Dennis</p> | 72 |
| 71 | <p>1 Drinkard.</p> <p>2 MR. DRINKARD: Yeah, this's right.</p> <p>3 CHAIRMAN NOHE: Okay.</p> <p>4 MR. DRINKARD: Yeah.</p> <p>5 MR. LENAHA: Mr. Chairman, ladies and</p> <p>6 gentlemen of the Authority, I want to lend my</p> <p>7 support to the voices of Supervisor Principi and</p> <p>8 Mr. Carhnak with respect to project 8P.</p> <p>9 I guess the best thing I can say at this</p> <p>10 point about that particular project and its</p> <p>11 recommendation by the Authority is that it would</p> <p>12 be a folly if you did not fund it and move forward</p> <p>13 with it.</p> <p>14 If you can think of a tunnel with a six</p> <p>15 lane highway or in this case, a three way highway</p> <p>16 entering the tunnel and then the tunnel is only</p> <p>17 one or two lanes, that's what you're going to have</p> <p>18 if we continue as we are now with the northern</p> <p>19 project on Route 1 that goes from Annapolis Way to</p> <p>20 Mary's Way and with the remaining projects south</p> <p>21 of there from Featherstone south.</p> <p>22 So it seems to me that based on the most</p> | 73 |

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| 74 | <p>1 impact our region's economy, our ability to get to</p> <p>2 and from work and do the basic things across our</p> <p>3 community.</p> <p>4 I urge that these projects remain or</p> <p>5 your priority list. They are currently within</p> <p>6 your funding criteria and urge that they remain</p> <p>7 there. They are critical to our region's economy</p> <p>8 and to our quality of life and I appreciate the</p> <p>9 opportunity to speak to these. Thank you.</p> <p>10 CHAIRMAN NOHE: Thank you, Mr. McPike.</p> <p>11 We have Mr. Drinkard followed by Mr.</p> <p>12 Dickson and Michael Roskind.</p> <p>13 MR. DRINKARD: Good evening, Dennis</p> <p>14 Drinkard. I'm a resident of Herndon and I'm here</p> <p>15 speaking tonight on behalf of the Committee for</p> <p>16 Dulles. The Committee of for Dulles is a dynamic</p> <p>17 community of businesses, business leaders and</p> <p>18 policymakers and dedicated individuals. We</p> <p>19 represent businesses that have an excess of 20,000</p> <p>20 employees.</p> <p>21 Founded in 1966, the Committee plays a</p> <p>22 pivotal role when taking Dulles International</p> | 76 |
| 75 | <p>1 Airport the premier air travel service provider</p> <p>2 for the national capital region and an economic</p> <p>3 feeder for the business community that surrounds</p> <p>4 it.</p> <p>5 We are the only business focused</p> <p>6 organization in the United States that supports a</p> <p>7 major international airport.</p> <p>8 The Committee for Dulles is dedicated to</p> <p>9 achieving the full potential of the airport and</p> <p>10 the economic growth of the region. The Committee</p> <p>11 considers transportation one of the top priorities</p> <p>12 and improving our regional transportation network</p> <p>13 is essential for substantial regional prosperity.</p> <p>14 The passage of house bill 20 -- 2313</p> <p>15 created exciting opportunities for Northern</p> <p>16 Virginia to address the transportation needs. It</p> <p>17 also carried with it the great responsibility to</p> <p>18 invest in those funds -- invest those funds in the</p> <p>19 projects and services that do the most to reduce</p> <p>20 congestion and have both a significant impact and</p> <p>21 provide a long term perspective. You've heard</p> <p>22 that from several people tonight.</p> | 77 |

1 It's important to business -- to the

2 business community, our legislators and most

3 importantly to the public who is paying these

4 taxes and fees that the revenues be invested well

5 and in regional transportation projects which do

6 the most to reduce congestion.

7 With this in mind, the Committee for

8 Dulles urges you to examine the draft of FY15-16

9 project list and focus regional tax dollars on

10 projects with the greatest regional significance.

11 Top priority should be given to regional highway

12 projects that make congestion reducing

13 improvements to major arteries, primary roads and

14 parkways. Please include the regional transit

15 projects that make capital investment to expand

16 service with documented need.

17 In terms of the projects that appear on

18 the draft list, the Committee for Dulles supports

19 the following: the Route 28 widening in Prince

20 William County, Manassas and Fairfax County to

21 Interstate 66, Route 28 bypass study, Route 1

22 widening both in Prince William and in Fairfax

1 County, Fairfax County improvement studies --

2 Fairfax County Parkway improvement studies, the

3 Loudoun County improvements to Route 50, East

4 Market Street Battlefield Parkway Interchange in

5 Leesburg, widening of Route 7, the Dulles Toll

6 Road Bridge at Tysons, Belmont Ridge Road, Truro

7 Parish Road to Croson Lane, East Elden Street

8 improvements and widening project in Herndon,

9 Route 15 bypass at Edwards Ferry Road Interchange

10 in Leesburg.

11 The transit projects that we're in

12 support of: the eight car Metro train power

13 upgrades, acquisition of four busses for Loudoun

14 County, connection of bus service expansion for 22

15 new busses and innovation center and Potomac Yard

16 Metro station.

17 Thank you for the opportunity to speak.

18 CHAIRMAN NOHE: Thank you, Mr. Drinkard.

19 Next up we have Mr. Dickson followed by

20 Mr. Roskind and then Rich McCray (Phonetic).

21 MR. DICKSON: Good evening Chairman Nohe

22 and members of NVTa. Thank you for the

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| 78 | <p>1 opportunity.</p> <p>2 I would like to speak on behalf the</p> <p>3 project 8P which is the Route 1 widening. My</p> <p>4 friends have already pointed out the situation</p> <p>5 we're in just now.</p> <p>6 Route 1, for those of you who are</p> <p>7 unfamiliar, is a good example of urban blight</p> <p>8 resulting from neglect. Unfortunately, with the</p> <p>9 projects underway funded by the County from</p> <p>10 Featherstone south to Neabsco Road and Northbound</p> <p>11 from Mary's Way to the Occoquan Bridge, this is</p> <p>12 being resolved.</p> <p>13 The portion in the middle is the missing</p> <p>14 link and I think it would be an incredible act of</p> <p>15 folly not to fund this project and you all look</p> <p>16 like reasonably sane individuals so we're hopeful</p> <p>17 this will go through.</p> <p>18 I would just like to point out one</p> <p>19 thing. I'm not going to speak for very long. One</p> <p>20 thing which will result from this and that is the</p> <p>21 bottleneck which will result from the two lane</p> <p>22 Occoquan Bridge because now we're going to have a</p> | 80 | <p>1 purchased his property at a discounted cost for</p> <p>2 the zoning which it sits in because the lower part</p> <p>3 of his property sat in flood zone and cannot be</p> <p>4 used for parking.</p> <p>5 The poor multimillionaire landowner</p> <p>6 found that he needed to redevelop his ageing strip</p> <p>7 mall and could make tens of millions if his</p> <p>8 parking lot only didn't sit in flood zone and he</p> <p>9 could build on the whole property. Removing his</p> <p>10 parking lot from flood zone would cost millions</p> <p>11 and reduce his profits. If the property owner</p> <p>12 could convince the City of Fairfax to do tens of</p> <p>13 millions of dollars of construction for his</p> <p>14 property he could make millions.</p> <p>15 Unfortunately, the City of Fairfax</p> <p>16 couldn't use public money for private profit</p> <p>17 unless they could conceal it. Now begins the</p> <p>18 story of the drainage project called Northfax.</p> <p>19 The citizens of Northfax would notice if</p> <p>20 they were forced to pay from their operating</p> <p>21 general fund for the project and gift that money.</p> <p>22 However, the Mayor, City Council, and City Manager</p> |
| 79 | <p>1 situation of having three lanes north and south</p> <p>2 with beautiful center dividers and pathways on</p> <p>3 both sides from Occoquan Bridge all the way down</p> <p>4 to Neabsco Road, but when you come from the three</p> <p>5 lanes on -- from the Fairfax side, you're going to</p> <p>6 come to a two lane north and south bridge which is</p> <p>7 now going to be where the bottleneck is going to</p> <p>8 be situated.</p> <p>9 So I think for the future, it's not on</p> <p>10 the list here, this is something which has to be</p> <p>11 given serious consideration. Thank you very much.</p> <p>12 CHAIRMAN NOHE: Thank you.</p> <p>13 Next up we have Michael Roskind, I think</p> <p>14 I probably said Rich McCary earlier and Robert</p> <p>15 Whitfield.</p> <p>16 MR. ROSKIND: Good evening NVT. I rise</p> <p>17 in opposition to the City of Northfax project 6I.</p> <p>18 A number of folks have already spoken to it with a</p> <p>19 00.2 rating.</p> <p>20 Now, the story of Northfax starts not as</p> <p>21 a traffic story, but as a landowner story. A</p> <p>22 commercial strip mall along Fairfax Boulevard</p> | 81 | <p>1 had an idea. Create a story about a need to drain</p> <p>2 the road from a 100 year flood zone and apply for</p> <p>3 tens of millions in federal and State grants, then</p> <p>4 they could give the money to the poor</p> <p>5 multimillionaire and nobody would notice.</p> <p>6 To make the gifting look like a</p> <p>7 legitimate project, they would submit a plan to</p> <p>8 remove Fairfax Boulevard, adjacent to the parking</p> <p>9 lot's 100 year flood zone. Even though the</p> <p>10 traffic problem would occur every one hundred</p> <p>11 years, nobody would notice.</p> <p>12 Next, if the proposed -- the City</p> <p>13 proposed improvements to the surrounding</p> <p>14 properties such as widening the interaction and</p> <p>15 putting in new sidewalks and signals, it would</p> <p>16 look like a real traffic project. Besides, these</p> <p>17 are improvements that strip mall owner would have</p> <p>18 to make when he put up office buildings and nobody</p> <p>19 would notice.</p> <p>20 Unfortunately, the citizens noticed that</p> <p>21 the road which the City was claiming to be</p> <p>22 removing from flood zone was not being removed.</p> |

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| 82 | <p>1 Only the area of the road which removed the poor</p> <p>2 multimillionaire's real estate interests.</p> <p>3 The citizen's began noticing. The</p> <p>4 project cost 30 million dollars and all they were</p> <p>5 getting were the intersection widening and wait a</p> <p>6 minute -- that would be the strip mall owner's</p> <p>7 responsibility at redevelopment. In the meantime,</p> <p>8 the City brought the project to NVTa. The project</p> <p>9 rated 36 of 38 worst project proposals.</p> <p>10 To cover up that that VDOT congestion</p> <p>11 rating was .2 out of 100 they created a separate</p> <p>12 scorecard. On that scorecard they would give some</p> <p>13 additional points to Northfax for ready to build.</p> <p>14 But that was only 22 points so they bumped the</p> <p>15 project up to 51 points and the sixth most</p> <p>16 important regional project. I would urge you not</p> <p>17 to fund this.</p> <p>18 CHAIRMAN NOHE: Thank you, Mr. Roskind.</p> <p>19 Rich McCary, Rob Whitfield and Jeffrey</p> <p>20 King.</p> <p>21 Mr. McCary?</p> <p>22 UNIDENTIFIED SPEAKER: I think Rich</p> | 84 | <p>1 cooperation which I've seen through those many</p> <p>2 meetings and for Chairman Nohe and his patience</p> <p>3 and persistence.</p> <p>4 Unfortunately, the processes that we</p> <p>5 have adopted here are defective. The transaction</p> <p>6 2040 process has many defects which were basically</p> <p>7 covered up because it was run by NVTC, because</p> <p>8 NVTa didn't have any staff. So therefore to use</p> <p>9 that as a guiding measure is a defect.</p> <p>10 The second issue is that nobody has</p> <p>11 defined properly what is a regional project. And</p> <p>12 for those legislators that will be around next</p> <p>13 year, I will propose something like at least 50</p> <p>14 percent of the traffic comes from outside a five</p> <p>15 mile radius to be considered as a non-local</p> <p>16 project. We can differ on the criteria, but there</p> <p>17 needs to be a much better definition of what</p> <p>18 constitutes a project. And for transit projects,</p> <p>19 too.</p> <p>20 I've got to be honest, I was up to the</p> <p>21 New York area today so I haven't had much time to</p> <p>22 look at any of this stuff. What I do notice is</p> |
| 83 | <p>1 left.</p> <p>2 CHAIRMAN NOHE: Okay. Well, then you're</p> <p>3 up, Mr. Whitfield.</p> <p>4 MR. WHITFIELD: Good evening.</p> <p>5 UNIDENTIFIED SPEAKER: You have to speak</p> <p>6 up loud.</p> <p>7 UNIDENTIFIED SPEAKER: It doesn't work,</p> <p>8 Rob.</p> <p>9 MR. WHITFIELD: It doesn't -- what?</p> <p>10 Okay.</p> <p>11 CHAIRMAN NOHE: It just feeds into the</p> <p>12 video.</p> <p>13 MR. WHITFIELD: Okay.</p> <p>14 CHAIRMAN NOHE: It doesn't feed into the</p> <p>15 speakers.</p> <p>16 MR. WHITFIELD: Okay. Thank you</p> <p>17 Chairman and members of the NVTa.</p> <p>18 I've been involved with the processes</p> <p>19 here for at least two years and probably hold the</p> <p>20 distinction of having attended more of your</p> <p>21 meetings and committee meetings than anybody else.</p> <p>22 I first want to commend the spirit of regional</p> | 85 | <p>1 that very surprisingly, that somehow, the highest</p> <p>2 graded project is called the West End Transit Way</p> <p>3 and somehow miraculously scores an 88.3 and the</p> <p>4 Potomac Metro rail station is at 83.3.</p> <p>5 I have no basis for understanding how</p> <p>6 that high score was arrived at. I don't know if</p> <p>7 you have factually-based criteria that you can</p> <p>8 share with the public. I will certainly take the</p> <p>9 time to look into these things.</p> <p>10 But what I would note is that about six</p> <p>11 weeks ago, I happen to be on Route 1 near East</p> <p>12 Glebe Road, I guess I'm in Alexandria then, not</p> <p>13 Arlington, and there was a couple of new</p> <p>14 residential projects below the shopping centers in</p> <p>15 the Potomac Yards. And I thought gosh, I haven't</p> <p>16 seen these before. And lo and behold appeared</p> <p>17 this blue bus, very nice looking bus. And this</p> <p>18 wasn't when snow was on the ground. There was</p> <p>19 nobody on the bus except the driver.</p> <p>20 So this is not a problem unique to --</p> <p>21 whatever it's called -- Arlington Transit Way.</p> <p>22 Many of the Fairfax County connector busses are</p> |

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| 86 | <p>1 running in mainly -- oh, they run from like, 5:20</p> <p>2 in the morning until 11:00 something at night.</p> <p>3 Most of those busses have one or no people on</p> <p>4 them.</p> <p>5 So we have to look at cost effectiveness</p> <p>6 for transit projects for those projects that are</p> <p>7 being considered by NVTa and others. And so since</p> <p>8 I'm only recently back from New York I will say</p> <p>9 that the public should look at the documentation</p> <p>10 that you have beyond what's presented here</p> <p>11 tonight.</p> <p>12 CHAIRMAN NOHE: Thank you, Mr.</p> <p>13 Whitfield.</p> <p>14 Next up we have Jerry King followed by</p> <p>15 Keith Meurlin and Faris Abboushi.</p> <p>16 MR. KING: Thank you for letting me</p> <p>17 speak. I'm Jerry King. I'm the Vice Chair of the</p> <p>18 Alexandria Transportation Commission.</p> <p>19 I'd like to commend the Transportation</p> <p>20 Authority on the positive work to coordinate the</p> <p>21 regional transportation projects. In today's</p> <p>22 budget environment, it's a difficult task to</p> | 88 |
| 87 | <p>1 choose from all of the promising projects in the</p> <p>2 region. Funding for the projects cannot keep up</p> <p>3 with the growth of the region.</p> <p>4 We realize that moving increasing</p> <p>5 amounts of people requires continuing innovative</p> <p>6 solutions of our transportation demands. Good</p> <p>7 solutions fuel our economic engines for the</p> <p>8 region. Keep up the good work. Alexandria</p> <p>9 appreciates your consideration of our projects</p> <p>10 which will benefit moving people in Alexandria and</p> <p>11 the region.</p> <p>12 I see that the West End Transit Way and</p> <p>13 Potomac Metro rail station are the top two and</p> <p>14 Alexandria has no problem with your ranking</p> <p>15 criteria. Thank you very much.</p> <p>16 CHAIRMAN NOHE: We have Keith Meurlin</p> <p>17 followed by Faris Abboushi.</p> <p>18 MR. MEURLIN: Good evening, Mr. Chair,</p> <p>19 members of the Authority. My name is Keith</p> <p>20 Meurlin and I'm president of the Washington Airports</p> <p>21 Force Task Force. We appreciate the opportunity</p> <p>22 to comment on the proposed FY15-16 two year</p> | 89 |
| | <p>1 program.</p> <p>2 In this age of decreased federal</p> <p>3 spending and sequestration, the region has</p> <p>4 transitioned to a more internationally focused</p> <p>5 economy. The task force is even more focused on</p> <p>6 transportation improvements that reduce</p> <p>7 congestion, improve mobility throughout the region</p> <p>8 and provide predictable travel times between our</p> <p>9 region's airports.</p> <p>10 Transportation funding has been a long</p> <p>11 term priority of the task force. Historically,</p> <p>12 funding has not been at a level that has kept up</p> <p>13 with the growth of the region. Therefore, it's</p> <p>14 essential that the funding be focused on the</p> <p>15 projects that produce the highest and best return.</p> <p>16 The task force congratulates the NVTa on</p> <p>17 this new infusion of transportation funding, but</p> <p>18 with it comes a responsibility to use it wisely.</p> <p>19 We believe that transparency will be the key to</p> <p>20 fully understanding the priority ratings and to</p> <p>21 build the support of the projects selected. We</p> <p>22 completely understand that there are far more</p> | |

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| 90 | <p>1 With respect to the list of projects</p> <p>2 that appear in the 17 proposed transit projects</p> <p>3 list, the task force is supportive of project 1Q,</p> <p>4 the innovation center Metro rail construction, 6L,</p> <p>5 eight car train traction power upgrade and 8T,</p> <p>6 Potomac Yard Metro station.</p> <p>7 Thank you very much for the opportunity.</p> <p>8 CHAIRMAN NOHE: Thank you, sir.</p> <p>9 Next and final speaker we have is Faris</p> <p>10 Abboushi.</p> <p>11 MR. ABOUSHI: Good evening, Mr.</p> <p>12 Chairman.</p> <p>13 CHAIRMAN NOHE: Did I get that right?</p> <p>14 MR. ABOUSHI: You did get that right.</p> <p>15 CHAIRMAN NOHE: All right.</p> <p>16 MR. ABOUSHI: Yes, my name is Faris</p> <p>17 Abboushi. I'm a civil engineer with Boeing</p> <p>18 Consulting Group and I'm a resident of the City of</p> <p>19 Fairfax.</p> <p>20 Just wanted to stand up here today and</p> <p>21 add my voice in support of the list that your team</p> <p>22 has put together in regard to improvements.</p> | 92 |
| 91 | <p>1 As an engineer I'm very much interested</p> <p>2 in repairing and upgrading our country's crumbling</p> <p>3 infrastructure. And as a resident of Northern</p> <p>4 Virginia, I'm also keenly interested in providing</p> <p>5 our region with the infrastructure it needs to</p> <p>6 thrive socially and economically. So I commend</p> <p>7 the NVTa board for the hard work and I appreciate</p> <p>8 you giving me the opportunity to speak.</p> <p>9 CHAIRMAN NOHE: Just -- thank you very</p> <p>10 much.</p> <p>11 Just to go back to make sure I didn't --</p> <p>12 these folks -- I had Ms. Byrd sign up earlier and</p> <p>13 did not speak. I gave you an opportunity. And</p> <p>14 Mr. McCary.</p> <p>15 UNIDENTIFIED SPEAKER: He went home.</p> <p>16 CHAIRMAN NOHE: He went home. Okay.</p> <p>17 And I apologize, I realized later we</p> <p>18 heard from a number of members of the general</p> <p>19 assembly and some local officials. I noticed</p> <p>20 earlier that Delegate Vivian Watts is here as</p> <p>21 well.</p> <p>22 Is she still here?</p> | 93 |
| | <p>1 Ms. Watts, I didn't want to miss you.</p> <p>2 You didn't sign up. Did you want to share --</p> <p>3 okay. Thank you for joining us.</p> <p>4 And with that, do we have any other</p> <p>5 speakers that signed up late?</p> <p>6 Okay. Seeing none, thank you. We're</p> <p>7 going to now close the public hearing. Although</p> <p>8 again, we'll remind folks that the public comment</p> <p>9 period remains open through April 12th. You can</p> <p>10 contact us through our website, e-mail and a</p> <p>11 number of different -- even by U.S. Postal Service</p> <p>12 if you like.</p> <p>13 Thank you all very much.</p> <p>14 We do have a brief business meeting of</p> <p>15 the Authority to follow. We'll take a couple of</p> <p>16 minutes for that. Just while we do, do any</p> <p>17 authority members have any questions or comments</p> <p>18 directly related to the hearing that they want to</p> <p>19 share?</p> <p>20 UNIDENTIFIED SPEAKER: Thank you, Mr.</p> <p>21 Chairman. Just by way of order, will staff be</p> <p>22 making -- scanning all of the handouts that came</p> | |

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| 94 | <p>1 things. The Project Implementation Working Group</p> <p>2 really made the recommendations for the project</p> <p>3 based on the cumulative NVTa scores. So they took</p> <p>4 the HB 599 score and looked at in it comparison to</p> <p>5 the rest of the scorings.</p> <p>6 Of course, HB 599 was 35 percent, but</p> <p>7 we've had other project selection criteria that we</p> <p>8 also looked at. What Project Implementation did</p> <p>9 not want to do was program the entire 351 million</p> <p>10 that was available so we did cut off, if you will,</p> <p>11 and we wanted to bring all of the eligible</p> <p>12 projects out for public comment.</p> <p>13 But I do want to note that their -- the</p> <p>14 Project Implementation Working Group did not</p> <p>15 recommend programming all of the money so there is</p> <p>16 still funds available, if you will.</p> <p>17 CHAIRMAN NOHE: What I'd like to do --</p> <p>18 I'll come to Mr. Parish (Phonetic) in a second.</p> <p>19 MR. PARISH: Thank you.</p> <p>20 CHAIRMAN NOHE: Is when we get -- we</p> <p>21 have a PNMGE meeting coming up in two weeks.</p> <p>22 MS. CHAIRMAN: April 6th, is it?</p> | 96 |
| 95 | <p>1 CHAIRMAN NOHE: April 6th?</p> <p>2 MS. CHAIRMAN: 13th, I'm sorry.</p> <p>3 CHAIRMAN NOHE: Let's just put this -</p> <p>4 let's put this as an agenda item. Then we can ask</p> <p>5 some good questions. So let's revisit it, we'll</p> <p>6 figure out if it makes sense or not at that time.</p> <p>7 But we'll leave that one be.</p> <p>8 Did you have anything else?</p> <p>9 UNIDENTIFIED SPEAKER: That's it.</p> <p>10 CHAIRMAN NOHE: Mr. Parish?</p> <p>11 Mr. PARISH: Thank you. I recognize</p> <p>12 that several of the speakers were talking about</p> <p>13 the importance of a couple of things that are</p> <p>14 really regional in nature and that is the study</p> <p>15 that we're going to do with regard to the Route 28</p> <p>16 corridor. Specifically also the discussion that</p> <p>17 we've held with regard to the -- I hate to call it</p> <p>18 the Manassas Bypass because I don't want to bypass</p> <p>19 Manassas, but nevertheless, it's the extension of</p> <p>20 Godwin Drive which is not in the City of Manassas.</p> <p>21 It is certainly regional project and it would</p> <p>22 include some -- a portion of the roadway in Prince</p> | 97 |
| | <p>1 William County as well as Fairfax.</p> <p>2 What I'm interested in though is a</p> <p>3 couple of comments made tonight with regard to</p> <p>4 Route 1. And there are two projects that would be</p> <p>5 joined by Route 1 north and south of Mary's Way</p> <p>6 and so forth. And I, for one, would like to hear,</p> <p>7 perhaps tonight if we can, why there is a</p> <p>8 disconnect between two projects that are being</p> <p>9 undertaken and so perhaps we can get that</p> <p>10 answered.</p> <p>11 CHAIRMAN NOHE: Mr. Parish, I want to</p> <p>12 make sure I understood the question. Now, we have</p> <p>13 the Mary's Way to Featherstone Road Project and</p> <p>14 then we have separate Dumfries Project and the gap</p> <p>15 in between.</p> <p>16 MR. PARISH: Right. The gap.</p> <p>17 CHAIRMAN NOHE: And I think -- is Mr.</p> <p>18 Gonzales (Phonetic) here?</p> <p>19 MS. CHAIRMAN: He is.</p> <p>20 CHAIRMAN NOHE: I think we --</p> <p>21 UNIDENTIFIED SPEAKER: Yeah. Regarding</p> <p>22 Route 1 projects 8P in Prince William, the</p> | |
| | <p>1 widening, and 8S on Route 1 in Fairfax, I</p> <p>2 understand that the timing of the Environmental</p> <p>3 Impact Statement was one of the reasons that 8S in</p> <p>4 Fairfax on Route 1 was recommended for a later --</p> <p>5 or not recommended in this group. But I was</p> <p>6 wondering, the Prince William portion is recommend</p> <p>7 and had I thought it was the same Environmental</p> <p>8 Impact Statement or is this different?</p> <p>9 CHAIRMAN NOHE: No, it's a different EIS</p> <p>10 and I believe actually, a portion of the design of</p> <p>11 the EIS for the Woodbridge Project, the</p> <p>12 Featherstone Road to Mary's Way Project, was</p> <p>13 actually funded by the Authority in FY14.</p> <p>14 UNIDENTIFIED SPEAKER: Okay.</p> <p>15 CHAIRMAN NOHE: It's possible that at</p> <p>16 one time --</p> <p>17 UNIDENTIFIED SPEAKER: Okay.</p> <p>18 CHAIRMAN NOHE: -- they may have been</p> <p>19 linked, but we provided funding to Prince William</p> <p>20 two years ago that sort of T'd it up for</p> <p>21 construction funding.</p> <p>22 So we'll go back to you, Mr. Snider.</p> | |

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| 98 | <p>1 MR. SNIDER: Thank you very much, Mr. 2 Chairman. 3 Several of the speakers tonight argued 4 based upon statutory construction and I'm 5 interested in council and council is providing a 6 response to support or not, but I assume support, 7 the approach that the Authority has taken with 8 regard to this prioritization about transit and 9 highway projects. 10 And then I guess secondly, more of a 11 comment. I do think that after a little bit of 12 experience with it, Authority ought to examine 13 what ought to be the criteria going toward and 14 recommend that to all concerned including the 15 legislature. But right now we have to live with 16 the statutes that are in place. And so I'm 17 interested in making sure that before we take a 18 vote that we are, in fact, following the statutory 19 obligations that have been required of us. Thank 20 you. 21 CHAIRMAN NOHE: Mr. Mitchell. 22 MR. MITCHELL: Thanks, Mr. Chairman.</p> | 100 | <p>1 criteria that we looked at, of course its project 2 readiness. Car sharing is another one. 3 And of course, the Authority does not 4 actually implement the projects, but we do score 5 accordingly, if you will, regarding all of the 6 project selection criteria. So we did look at 7 project readiness and the car sharing that's 8 available on the particular projects. So there is 9 a level of expectation that -- in funding these 10 projects and looking at the NVT A scores, that 11 these projects will advance -- be in various 12 stages of advancement, if you will, over this two 13 year time frame. 14 And regarding the proffers, now, when we 15 asked about car sharing, we do ask what the -- I 16 guess, what's going to make up the difference. Is 17 it federal, State, local or other funding? So we 18 do get that level of detail so we can have this 19 knowledge. 20 What we don't want to happen is that the 21 Authority funds a project and run -- that will not 22 advance for whatever reason, if you will.</p> |
| 99 | <p>1 During the citizen testimony, a question 2 popped in my mind that I'm curious on. It's more 3 of a question on information coordination, but I'd 4 be curious to know how many of these recommended 5 projects either have conditional zoning proffers 6 that could be spun to cast proffers or developer 7 obligations to build. Perhaps the answer is that 8 we're making these decisions based upon HB 599 9 without consideration of conditional zoning 10 proffers that may be on the books or may be 11 reasonably anticipated to be on the books. 12 And I guess that's more of a question 13 for our staff. Is that a criterion that is best 14 left separately or should the existence or likely 15 probability of such proffers to build roads that 16 are recommended be brought into our calculus? 17 MS. CHAIRMAN: Okay. 18 CHAIRMAN NOHE: Prince William you would 19 have been like -- 20 MS. CHAIRMAN: Well, there's two things. 21 The Authority has eleven project selection 22 criteria. Now, one of the project selection</p> | 101 | <p>1 UNIDENTIFIED SPEAKER: Or, I think, what 2 Delegate mentioned was indicating for. Surely we 3 don't want to fund a project that a developer is 4 required to build. 5 MS. CHAIRMAN: Right. 6 UNIDENTIFIED SPEAKER: And said he would 7 build as part of a development. 8 MS. CHAIRMAN: Right. 9 UNIDENTIFIED SPEAKER: And I guess -- so 10 that's the question. Are we just making sure that 11 that's not the case? 12 It's fine if we've got multiple sources, 13 you know, that a developer is required to do part 14 of something and if we put NVT A money towards it, 15 we can do a bigger project. 16 MS. CHAIRMAN: Right. 17 UNIDENTIFIED SPEAKER: But if there's 18 developer that's supposed to actually do it we 19 sure don't want to -- 20 MS. CHAIRMAN: Not at all. 21 UNIDENTIFIED SPEAKER: -- give money to 22 it. And so the question is, are we making sure</p> |

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| 102 | <p>1 that that's not the case?</p> <p>2 MS. CHAIRMAN: We --</p> <p>3 UNIDENTIFIED SPEAKER: Thank you, Madam</p> <p>4 Chairman.</p> <p>5 MS. CHAIRMAN: No, thank you for that</p> <p>6 clarification. And we will definitely follow up</p> <p>7 between now and the April Project Implementation</p> <p>8 Working Group and the Authority's April meeting.</p> <p>9 But I think everyone needs to be reminded of the</p> <p>10 law.</p> <p>11 Number one, if there is already a</p> <p>12 commitment to build this project, we shouldn't</p> <p>13 subplant, if you will or swap funds if the project</p> <p>14 is already advancing with other funding sources.</p> <p>15 These are supposed to be for new projects that</p> <p>16 otherwise would not have advanced.</p> <p>17 CHAIRMAN NOHE: So I think -- just</p> <p>18 adding onto this question. I think -- I think the</p> <p>19 Battlefield Parkway Interchange in Leesburg was</p> <p>20 one. It does have a proffer funded component.</p> <p>21 I don't think we're -- I mean, if I</p> <p>22 recall, I look to Leesburg on this, but I don't</p> | 104 | <p>1 opposed to anticipated associated with the site</p> <p>2 plan or something.</p> <p>3 UNIDENTIFIED SPEAKER: Sorry for coming</p> <p>4 into this conversation midstream, but I think I've</p> <p>5 picked up enough that maybe put out another</p> <p>6 concern.</p> <p>7 The challenge, Ms. Chairman, we have to</p> <p>8 be careful of is sometimes developers do proffer</p> <p>9 these roads. However, the timing of the project</p> <p>10 doesn't match with the timing of what's hitting</p> <p>11 that area network and needs to be done. And you</p> <p>12 could essentially have a proffer that may not be</p> <p>13 triggered for five to ten years when the need for</p> <p>14 an improvement to the road was back five, ten</p> <p>15 years ago.</p> <p>16 And so I think as, you know, projects do</p> <p>17 come forward, we've got to be careful. I think</p> <p>18 the thing is if something is proffered, hopefully,</p> <p>19 the jurisdiction has a lieu -- cash in lieu of in</p> <p>20 order for reimbursement than to come back to the</p> <p>21 Authority.</p> <p>22 UNIDENTIFIED SPEAKER: I appreciate -- I</p> |
| 103 | <p>1 think we're subplanting those funds, but I think</p> <p>2 that proffer funds, in that case, there's probably</p> <p>3 others -- are contributing toward the --</p> <p>4 MS. CHAIRMAN: A phase --</p> <p>5 CHAIRMAN NOHE: -- cost sharing</p> <p>6 component of it.</p> <p>7 MS. CHAIRMAN: Yeah.</p> <p>8 CHAIRMAN NOHE: I think one thing we</p> <p>9 want to check when we check with the</p> <p>10 jurisdictions, too is this: that if the cost</p> <p>11 sharing is from proffers from conditional zoning,</p> <p>12 we want to make sure that these are proffers that</p> <p>13 the jurisdiction has already collected and are</p> <p>14 programmed in the local CIP as opposed to proffers</p> <p>15 we anticipate will be paid in the future</p> <p>16 contingent upon site plan or building permit</p> <p>17 because there's always the possibility that that</p> <p>18 developer doesn't build the project that proffers</p> <p>19 don't get collected.</p> <p>20 I don't think that's the case with</p> <p>21 Battlefield Parkway, but if there is a situation,</p> <p>22 we need to make sure the money is in hand as</p> | 105 | <p>1 see that we have three out of the four biggest</p> <p>2 jurisdictions in Virginia sitting at that table</p> <p>3 and I just was -- there's three zone</p> <p>4 administrators, all of whom have a good proffer</p> <p>5 book and I think they would be glad to share that</p> <p>6 with Ms. Backman (Phonetic) and our staff so we</p> <p>7 have that information coordination.</p> <p>8 CHAIRMAN NOHE: Anything else?</p> <p>9 UNIDENTIFIED SPEAKER: No.</p> <p>10 CHAIRMAN NOHE: Did Mr. Casauls</p> <p>11 (Phonetic) come back?</p> <p>12 UNIDENTIFIED SPEAKER: No, I -- he was -</p> <p>13 -</p> <p>14 UNIDENTIFIED SPEAKER: I took a message</p> <p>15 from him.</p> <p>16 CHAIRMAN NOHE: Oh.</p> <p>17 UNIDENTIFIED SPEAKER: He basically said</p> <p>18 that the Route 1 project was broken down in</p> <p>19 various phases and they had to prioritize based on</p> <p>20 the traffic through each phase and it could tackle</p> <p>21 the entire corridor in one shot.</p> <p>22 CHAIRMAN NOHE: If I could, Mr.</p> |

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| <p style="text-align: right;">106</p> <p>1 Davenport (Phonetic) and Ms. Backman might have 2 remembered this, I think going back to Mr. 3 Parish's question, we had the Featherstone Road 4 and Mary's Way section separately from the 5 Dumfries section. I do know that the section in 6 Town of Dumfries is a project that's been stalled 7 because it's more complicated. 8 The road is actually -- the road breaks 9 into two pieces and surrounds the town and that 10 creates some challenges. But I think the other 11 thing is -- and Mr. Davenport, you can confirm 12 this for me or maybe Mr. Principi is still here, 13 I'm not sure. The Featherstone Road to Mary's Way 14 -- or the Mary's Way to Featherstone Road project 15 ends at Featherstone Road. There is a project 16 that runs from Featherstone Road to Bradys Hill 17 Road that's already under construction. 18 So essentially, this NVTa project is one 19 where we're not creating an hourglass, we're 20 fixing the hourglass. Prince William County 21 undertook the Featherstone Road to Bradys Hill 22 Road Project separate -- completely independent</p> | <p style="text-align: right;">108</p> <p>1 first phase for the side in the FY14. And the 2 request on the table, I know is to continue the 3 funding for full implementation. 4 The section from Featherstone to Bradys 5 Way, Prince William County funded 40 percent with 6 fund moneys as well as some federal moneys and 7 that is ongoing as well. 8 CHAIRMAN NOHE: Okay. 9 UNIDENTIFIED SPEAKER: And as far as -- 10 somebody asked the question about the 11 environmental process between the Route 1 in 12 Fairfax as well as Prince William, the Route 1 13 study was inclusive of both jurisdictions. 14 However, it was sectioned in several portions. 15 The section of Prince William was 16 completed in and (Inaudible) was completed for 17 that and a (Inaudible) was issued. The section in 18 Fairfax continue (Inaudible) study was completed 19 and therefore a project wasn't executed before. 20 UNIDENTIFIED SPEAKER: The reason I say 21 somewhat is the concern that I have is what I'm 22 hearing from citizens is they believe that there's</p> |
| <p style="text-align: right;">107</p> <p>1 from that, VDOT undertook the Annapolis Way to 2 Mary's Way Project leaving the gap which, of 3 course, then essentially triggered this remaining 4 Route 1 section to rise to the top of the list for 5 Prince William as a top priority because there was 6 an hourglass situation there. 7 But I think the issue was -- maybe Ms. 8 Center (Phonetic) can help me out with this -- the 9 -- that North Woodbridge, Annapolis Way to Mary's 10 Way Project was eligible for some federal funding. 11 It was a more prime candidate for a six year 12 improvement plan funding than that section, 13 perhaps. 14 UNIDENTIFIED SPEAKER: I don't know if 15 this is working or not, but Mr. Chairman and 16 members of the board, as it was indicated, the 17 project that VDOT is administering from Annapolis 18 to Mary's Way was already ongoing. You know, in 19 fact, the ground has been broken and it is ongoing 20 and it has full funding for phase one. 21 The section from Mary's Way to 22 Featherstone was unfunded and the NVTa funded the</p> | <p style="text-align: right;">109</p> <p>1 still a piece of roadway that's going to be 2 missing. And we've got construction north of it 3 and we've got construction south of it and they 4 believe -- and so I'm just looking for that 5 solution. 6 CHAIRMAN NOHE: And I think the answer 7 is -- I think our project we're considering is the 8 -- there is a decent -- there's a present tense of 9 it is missing. This is the missing piece. 10 UNIDENTIFIED SPEAKER: Okay. Well, 11 that's good. 12 CHAIRMAN NOHE: Well, Mr. Davenport, 13 maybe you can get us some -- Mr. Parish some 14 feedback on that. 15 UNIDENTIFIED SPEAKER: Thank you. 16 UNIDENTIFIED SPEAKER: Thank you. 17 CHAIRMAN NOHE: Any other questions? 18 Comments? 19 Let me share a couple things. I had 20 some notes here. We were asked about Mr. Albo's 21 request and we'll look into that. The -- we have 22 the request from Mr. Snider, Mr. Parish. We're</p> |

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| <p style="text-align: right;">110</p> <p>1 going to look into the issue of proffers. 2 Delegate LeMunyon asked some specific 3 questions about the prioritization. If we could 4 ask staff to set up a meeting with him. Perhaps 5 one on one. 6 MS. CHAIRMAN: It has been scheduled. 7 CHAIRMAN NOHE: I know he likes to 8 really get elbow deep in this stuff, so we'll 9 maybe spend some time. 10 And what I might think is that there may 11 be some questions that come out of that that could 12 turn into some memos that we can put on the 13 website and make available to the public. Because 14 I suspect that maybe some folks public -- if they 15 didn't before, they now definitely want to know 16 the answer to what he asked so maybe we can create 17 some outcomes from that. 18 The other thing is I know Mr. Roskind 19 shared some concerns about the Northfax Project. 20 I've got some materials that he shared with me 21 last night. Ms. Backman, I'll pass those onto you. 22 UNIDENTIFIED SPEAKER: Okay.</p> | <p style="text-align: right;">112</p> <p>1 There's one resident who has voiced 2 concerned and it's Mr. Roskind. And this has been 3 in place, as you know, VDOT approved since 1998 4 and John Mason was mayor at the time, not me. 5 Even though I'm now the new target apparently. 6 And it's been supported by nine different city 7 councils as well. So this is -- it has a long 8 history. 9 CHAIRMAN NOHE: And I think that -- 10 again, we sort of out laid here, these are the 11 basis we use. 12 UNIDENTIFIED SPEAKER: Right. 13 CHAIRMAN NOHE: And I think some of the 14 issues that raise -- without getting -- 15 UNIDENTIFIED SPEAKER: But he's focusing 16 on a very narrow -- 17 CHAIRMAN NOHE: Sure. 18 UNIDENTIFIED SPEAKER: -- piece and 19 then, of course, he also is claiming that the 20 other criteria that comes into play is really 21 fluff is what he says -- what he's asserting. So 22 --</p> |
| <p style="text-align: right;">111</p> <p>1 CHAIRMAN NOHE: We'll just look into 2 those and determine if the issues he raised are -- 3 without getting into necessarily -- I don't want 4 to have the Authority getting involved in 5 neighborhood issues in the City of Fairfax, but 6 just looking and determining if these are issues 7 that are relevant to HB 2030 during this decision 8 making process. 9 You know, we have a specific set of 10 rules that we use. I appreciate that. 11 UNIDENTIFIED SPEAKER: I would agree 12 with you, Mr. Chairman. 13 CHAIRMAN NOHE: I mean, the question I 14 want to ask is, we have a decision making criteria 15 and are the issues that were raised pertinent to 16 that decision making criteria I think is what's -- 17 UNIDENTIFIED SPEAKER: Well, and you 18 should probably share with the Authority that you 19 spent 30 minutes with him last night going through 20 these details. Our staff has spent an inordinate 21 amount of time, you know, spending -- responding 22 to requests. He's never satisfied.</p> | <p style="text-align: right;">113</p> <p>1 CHAIRMAN NOHE: Right. And I think 2 that's -- 3 UNIDENTIFIED SPEAKER: You know all of 4 that, Mr. Chairman. We've talked about it. 5 CHAIRMAN NOHE: No, I know I have. And 6 that's -- 7 UNIDENTIFIED SPEAKER: And I'm sorry 8 that they -- you know, we all have individuals who 9 -- we've all been here. So -- 10 CHAIRMAN NOHE: Certainly. And I 11 understand that. And that's the piece I want to 12 crystallize. 13 UNIDENTIFIED SPEAKER: Understood. 14 Understood. 15 CHAIRMAN NOHE: No, I appreciate that. 16 All right. Thank you very much. 17 We -- are you ready for the business 18 meeting? 19 MS. CHAIRMAN: We are ready, Mr. 20 Chairman. 21 CHAIRMAN NOHE: Okay. I think this 22 should be pretty quick. We'll keep it to one</p> |

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| <p style="text-align: right;">114</p> <p>1 action item.</p> <p>2 We have the -- this -- we'll call to</p> <p>3 order the March 25, 2015 meeting of the Northern</p> <p>4 Virginia Transportation Authority.</p> <p>5 Would the clerk please call the roll?</p> <p>6 (Whereupon, the NVTa Public Hearing was</p> <p>7 concluded.)</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> | <p style="text-align: right;">116</p> <p>1 CERTIFICATE OF TRANSCRIBER</p> <p>2 I, Alicia Greenland, do hereby certify that</p> <p>3 this transcript was prepared from audio to the</p> <p>4 best of my ability.</p> <p>5 I am neither counsel for, related to, nor</p> <p>6 employed by any of the parties to this action, nor</p> <p>7 financially or otherwise interested in the outcome</p> <p>8 of this action.</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15 _____</p> <p>April 7, 2015 Alicia Greenland</p> <p>16 Transcriptionist</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> |
| <p style="text-align: right;">115</p> <p>1 CERTIFICATE OF NOTARY PUBLIC</p> <p>2 I, JANEL BENOIT, the officer before whom the</p> <p>3 foregoing proceeding was taken, do hereby certify</p> <p>4 that the proceedings were recorded by me and</p> <p>5 thereafter reduced to typewriting under my</p> <p>6 direction; that said proceedings are a true and</p> <p>7 accurate record to the best of my knowledge,</p> <p>8 skills, and ability; that I am neither counsel</p> <p>9 for, related to, nor employed by any of the</p> <p>10 parties to the action in which this was taken;</p> <p>11 and, further, that I am not a relative or employee</p> <p>12 of any counsel or attorney employed by the parties</p> <p>13 hereto, nor financially or otherwise interested in</p> <p>14 the outcome of this action.</p> <p>15</p> <p>16</p> <p>17</p> <p>18 _____</p> <p>Janel Benoit</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> | |