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NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

PUBLIC HEARING

Thursday, May 10, 2018

7:00 p.m.

Northern Virginia Transportation Authority

3040 Williams Dr., Ste. 200

Fairfax, VA 22031

Reported by: Samuel Honig

Capital Reporting Company

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A P P E A R A N C E S

DERRICK WOOD, DUMFRIES MAYOR ELECT

MONAE NICKERSON - DUMFRIES

RON MEYER, LC SUPERVISOR

LINDA COLBERT, VIENNA VICE MAYOR

SENATOR SCOTT SUROVELL

TONY BUFFINGTON, LC SUPERVISOR

STACY CAREY (FOR LC SUPERVISOR HIGGINS)

RANDY MINCHEW

LETTY HARDY - CITY OF FALLS CHURCH

ROGER VANCE, HILLSBORO MAYOR

AMY MARASCO, HILLSBORO VICE MAYOR

COUNCIL MEMBER CLAUDIA FORBES - HILLSBORO

GREG AHLEMANN, W LOUDOUN COMMANDER

ALTA JONES - HILLSBORO

KELLIE HINKLE, LOUDOUN ECO DEV

MATHEW SCOTT - HILLSBORO

MARK WERTHEIMER - HILLSBORO

DAVID LENK - HILLSBORO

MAURA WALSH-COPELAND - HILLSBORO

BEN LENHART, HILLSBORO CHARTER ACADEMY

CHRIS CHARRON - HILLSBORO

1 A P P E A R A N C E S - Continued

2 DENNIS MORRISON, VOLKERT

3 BETH ERICSON, VISIT LOUDOUN

4 CHRIS BLOSSER - HILLSBORO

5 CHERI SHIELDS - HILLSBORO

6 MATT DANIELSON - HILLSBORO

7 NICHOLAS GRAHAM - HILLSBORO

8 THOMAS WADE - HILLSBORO

9 REBECCA FULLER - HILLSBORO

10 RONDA POWELL - HILLSBORO

11 DAVID BIRTWISTLE, NOVA TRANSPORTATION ALLIANCE

12 AUDREY CLEMENT - ARLINGTON

13 BARB LAWRENCE, FOR LEESBURG COUNCIL MEMBER RON

14 CAMPBELL

15 GEROD BLUE

16 GREGORY TKAC

17 ANDREW WRIGHT - LEESBURG

18 KAREN CAMPBLIN, SIERRA CLUB

19 ALLEN MUCHNICK - PRINCE WILLIAM COUNTY

20 KELSEY CRANE, SIERRA CLUB

21 DOUGLUS STEWART

22 STEWART SCHWARTZ, COALITION FOR SMARTER GROWTH

1 A P P E A R A N C E S - Continued
2 MARTHA POLKY
3 JOHN MURPHY - BROAD RUN DISTRICT
4 PRASAD BADIGANTI - BRAMBLETON
5 LISSA SAVAGLIO
6 JENNIFER HORVATH - ASHBURN
7 CHRIS BAUM - BROAD RUN
8 MICHELLE FERNANDES, SIERRA CLUB
9 PAUL BALDINO
10 EDYTHE KELLEHER
11 DALE JOHNSON - SOUTH COUNTY FED
12 TOM BRANDON - LEESBURG
13 DANIEL GRAY
14 STEPHANIE OPPENHEIMER - FALLS CHURCH
15 CAROLYN BRUCE, FC SCHOOLS/PTA
16 KATHERINE SECRIST - FALLS CHURCH
17 ALFRED MCCUSKER - ROUTE 15 STAKEHOLDER
18 CHARLES GRYMES - PRINCE WILLIAM COUNTY
19 TIA WALBRIDGE - ROUND HILL
20 VINOD MOTWANI
21 AVIS RENSHAW
22 MARK WENN

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1 P R O C E E D I N G S

2 I Call to Order

3 CHAIR NOHE: Ladies and gentlemen, welcome.
4 Can, can you, can you hear me in the back? We have
5 microphone problems. I'm like I actually rarely have
6 microphones on because you know me well. I'm not
7 saying this for myself (inaudible). So for those of
8 you who have been to these before, I'm offering
9 (inaudible) a little closer to the audience. The
10 room's configured a little differently today.

11 Perhaps more importantly, I ran over my, my
12 eyeglasses with the lawnmower last Wednesday. So I
13 actually need to be near the screen so I can see my own
14 notes. The, well (inaudible), I'm the Chairman of the
15 Northern Virginia Transportation Authority. We welcome
16 you to this public hearing. Really big crowd. I'm
17 really pleased. A lot of people showing interest,
18 which is, which is a great thing for, for our region,
19 for this organization, and I think it speaks well when
20 people are so engaged in these processes that make such
21 a big difference in our daily lives.

22 I'm going to spend a little bit of time today

1 talking a quick presentation about who the Authority is
2 and what we're getting ready for as part of this six
3 year plan. And then we're going to open up to public
4 hearing for all of you.

5 I do need to note that we have a few members
6 absent, but Mary Hynes, our representative from the
7 Commonwealth Transportation Board, is not physically in
8 the room, but she is participating remotely. She's
9 listening to everything we say, which is mainly
10 important because I'm required by law to tell you that
11 she's on the phone or she's not allowed to be on the
12 phone.

13 So with that, let me just go through a little
14 bit of what we're, what we're doing here at the NVTA
15 with our draft FY18-2023 six year program. The first
16 thing I want to say is that this is actually a really
17 important year for me at NVTA because we've been
18 receiving funding through the legislation that created
19 HB 2313, the legislation that created the funding
20 streams under which we generally operate.

21 This is our fifth year in business in that
22 regard, but this is the first time that we've been able

1 to do a budget that spans out over a six year period.
2 Up until now, we've been allocating funds on a one or
3 two year basis and the challenge with that is that it
4 makes it very difficult to take a long look forward.
5 Really big projects are difficult to fund when you're
6 only looking at one year worth of funding. Really
7 small projects are sometimes really hard to fund when
8 you only have one year of funding 'cause they get
9 crowded out by other projects.

10 So by moving to a six year program like the
11 State does, we can take a longer view and be more
12 strategic in how we allocate funds to the
13 transportation projects in our region.

14 The NVTa was created back in 2002 with a piece
15 of legislation on HB 576. And this is the only part
16 I'll read 'cause it's really important actually. It
17 says the Authority's enabling legislation says that the
18 Authority shall be responsible for long range
19 transportation planning for regional transportation
20 projects in Northern Virginia.

21 In carrying out this responsibility, the
22 Authority shall on the basis of regional consensus

1 wherever possible set regional transportation policies
2 and priorities for regional transportation projects.
3 The policies and priorities shall be guided by
4 performance-based criteria as the ability to improve
5 travel times, reduce delays, connect regional activity
6 centers, improve safety, improve air quality, and move
7 the most people in the cost effective manner.

8 And I think this really does summarize very
9 well exactly what we do here. We do these things
10 partially because that's what the state law says we
11 have to do, but more importantly, we do it because this
12 is, these are the criterion that I think we believe as
13 a region are the best way to make determinations about
14 how to use your funds, the funds you provide us through
15 your taxes to provide congestion relief and better
16 mobility to the citizens of this region.

17 Our primary responsibilities, we talk about
18 funding a lot. We'll talk about funding a lot this
19 evening, but even before we do funding we work a lot on
20 regional planning. We've developed the, the long range
21 regional transportation plan for Northern Virginia
22 which is called TransAction. We're actually in our

1 fourth iteration of TransAction, though. We've
2 included here slides from the covers of TransAction
3 2030, TransAction 2040. There was a TransAction 2020
4 before that, but the cover wasn't very interesting. So
5 we didn't put the picture in here. It was actually
6 just a notebook. It wasn't -- very interestingly, the
7 original TransAction 2020 document, which is supposed
8 to lay out all the priorities for Northern Virginia,
9 was a book about that thick. You could have stapled it
10 together.

11 The newest version of TransAction we don't
12 actually make available in print. You can get it
13 online. You can get it on a CD. But we don't, we
14 don't, we don't print it out because it's, it's so
15 thick. It's been a much more robust document. And
16 that's been a very powerful tool for us 'cause it helps
17 us evaluate which projects provide the biggest bang for
18 the buck when delivering transportation solutions to
19 our region.

20 In addition to developing the regional plan,
21 we prioritize and fund regional transportation
22 projects, largely what we're talking about tonight.

1 And most importantly, we give priority to those
2 projects that provide the greatest level of congestion
3 relief relative to cost. The greatest level of
4 congestion relief relative to cost is the phrase that
5 haunts me in my dreams. Because as we'll talk about,
6 there's a tremendous amount of need for transportation
7 improvements in Northern Virginia, but the funding that
8 we have available doesn't come anywhere close to
9 meeting all of those needs.

10 So it becomes our responsibility as public
11 officials to make sure we're investing in those
12 projects that give us the most bang for the buck, that
13 solve the most problem at the lowest price. And, and
14 how that plays out and what that means in terms of our
15 decision making isn't always as obvious as it might
16 seem.

17 Since July 2013 when the, when the legislation
18 went into effect, again HB 2313 went into effect
19 providing this revenue stream of Northern Virginia.
20 The Authority had adopted 79 regional projects
21 totalling 990 million dollars. That's a big deal.
22 During that same period of time, the state government

1 actually only allocated about the same amount of money
2 for transportation throughout the entire state.

3 Fortunately that came to Northern Virginia.

4 I'll say that number is now looking back, the
5 number's a little inflated because it includes 300
6 million dollars that were allocated for the I-66/US 28
7 interchange, which is now being funded from a different
8 source. That's being paid for as part of the express
9 lanes total project of I-66. Two hundred million of
10 that three hundred million was money that was going to
11 be issued as debt. So that just sort of falls off the
12 edge of the ledger.

13 There's 100 million dollars of funds that
14 would have been available last year that are coming
15 back to the Authority that we can use to fund projects.
16 And that'll be included in some of the numbers we talk
17 about later.

18 Our projects are multimodal in nature. We
19 often get referred to in the newspaper as a highway,
20 highway building organization. And we do build a lot
21 of highways, but we also, we build, we don't -- we
22 widen roads. We lengthen roads. We build whole new

1 roads. We upgrade interchanges. We build new transit
2 facilities, including new Metro stations. We purchase
3 buses for localities and the local bus operations. We
4 improve rail infrastructure.

5 We make investments in rail rolling stock, and
6 we made a lot of investments in intelligent
7 transportation systems. These are those computerized
8 systems, and figure out how to move people more quickly
9 through the lanes that we already have. The key thing
10 is that we fund capital projects. We, we fund those
11 things which we can buy or build and then be done with
12 it and let someone else go operate them. What we don't
13 pay for is operating maintenance or improvement funds.

14 So for example, if we buy a new bus from one
15 of our local transit agencies, that transit agency is
16 on the hook for figuring out how to pay for the driver
17 and the fuel to move people around in that bus.

18 This is a slide that we always have in here
19 and, and, and I'm just going to put a little asterisk
20 at the beginning of this slide. This is, this slide
21 explains how HB 2313 funds Northern Virginia
22 transportation and identifies how it generates about

1 330 million dollars annually for the NVTA to use to
2 improve mobility in this region with 70% of the funds
3 staying with the Authority to be used for the regional
4 projects we're talking about tonight. And 30% of the
5 funds going back to the localities in which the funds
6 are raised so that your local city council or board of
7 supervisors or town council can allocate those funds
8 for local transportation needs.

9 But we put this in there because it's actually
10 no longer correct and I know this is sort of the
11 assumptions that we've been working on here up until
12 just a few months ago. Starting in July of this year,
13 the HB 2313 revenues will be smaller. General assembly
14 had to take action. It was very urgent that we take
15 action to provide additional funding for Metro.

16 You may have read a little bit about this in
17 the papers and as part of that bill. About 75 million
18 dollars of funds, regional funds that have normally
19 flow, been distributed through the Authority are now
20 being diverted and sent over to the Northern Virginia
21 Transportation Commission, a different body, but a
22 similar name, that provides funding for Metro.

1 So we've got about 75 million dollars
2 reduction per year and not a funding that comes to the
3 Authority. Little over 20 million of that 75 million
4 is money that will no longer be going to localities for
5 local transportation priorities, and about 55 million
6 of that is money that won't be staying in this body for
7 those regional priorities, but over the cost of a six
8 year plan, that will add up.

9 About 250 million dollars less available in
10 this plan than we thought there would be about six
11 months ago. It is the way it is and we ask ourselves,
12 well, what do we do now? And the answer is we keep
13 doing what we've always done. We fund those projects
14 which provide the most congestion relief relative to
15 cost, those projects that move the most people, that
16 solve the most problems.

17 We'll just not be able to fund quite as many
18 of them moving forward as we would otherwise would have
19 been. And that's an important point because, like I
20 said before, there's a lot of need in this region. For
21 this FY18 to FY23 funding program, we've received
22 request from the localities and the transit agencies

1 for 60 different projects with total funding requests
2 at 2.5 billion dollars. And I got to tell you, and I
3 do this all the time. Some of you heard me maybe, may
4 have heard me say this before.

5 I don't know how much money 2.5 billion
6 dollars is. That is a huge number. I'm not sure the
7 human brain can really contemplate numbers that big.
8 We're just talking at dinner earlier this evening about
9 the notion that just 2,000 years ago in the Roman
10 Empire the biggest number they had was 4,999 'cause
11 there is no Roman numeral for 5,000.

12 So when you talk about 2.5 billion, it's, it's
13 a little difficult to imagine how much that is. But
14 what's important is that it's about double the total
15 amount of funding we have available. We have about 1-
16 1/4 billion dollars available to us this year, which
17 means that maybe not half the projects, but half of the
18 money that's been requested won't be allocated.

19 Among those 60 projects we've got bicycle and
20 pedestrian projects, bike share projects, bus and BRT
21 projects, heavy rail projects, park and ride projects,
22 transportation technology projects,

1 intersection/interchange projects, widening the new
2 roadway projects. We have a real panoply of different
3 types of projects because different parts of the
4 region, different corridors need different kinds of
5 solutions.

6 These projects have some really big projects.
7 Route 28, widening or adding capacity to Route 28 from
8 Liberia Avenue and Manassas to Route 29 in, in Fairfax
9 County. We have requests for 186 million dollars.
10 That's actually tax money across three different
11 projects, but it solves one gigantic problem we had.

12 We have for Route 1 widening and bus rapid
13 transit service in Fairfax County. The NV case
14 requested 377 million dollars. The City of Alexandria
15 West End Transitway is a request for a 60 million
16 dollar improvement there. Almost 90 million dollars
17 for North Star Boulevard in Loudoun County.

18 And by the way, with all of these projects,
19 the numbers you see here is just the amount that's been
20 requested from the NVTa. It doesn't include the money
21 that these jurisdictions are hoping to get from the
22 state government, from the federal government, using

1 local dollars, or the money that they've already
2 expended on this.

3 This is just a portion of all of these
4 projects. It also has some smaller projects, though.
5 Arlington County has an intelligent transportation
6 system improvement, requested ten million dollars.
7 Route 15 interchange in Leesburg was looking for two
8 million dollars. The town of Hillsboro Route 9 traffic
9 calming project, 12.1 million dollars. Much smaller
10 numbers than we saw in the previous slide.

11 VRE Crystal City Station, four million
12 dollars. And God bless the Alexandria bus network ITS,
13 \$150,000 request. A number under 100 million dollars
14 on this slide. So we look at big projects. We look at
15 small projects. We evaluate all of them largely in the
16 context of what's the value that commuters and families
17 get from these projects, not necessarily on the face
18 what they cost.

19 We make those decisions by looking at a number
20 of different things. First we have to ask is this
21 project in that TransAction plan we talked about. If
22 the project isn't in our regional plan, this

1 organization cannot fund it. So over the last year or
2 so, year-and-a-half, put a lot of energy into updating
3 that regional plan to make sure that all of our
4 regional priorities are captured in that document so
5 those projects will be eligible for funding.

6 I guarantee within the next couple years some
7 jurisdiction will be looking for funds for something
8 and said we didn't know that we would need this when we
9 last updated the regional plan. That project won't be
10 eligible.

11 The project has to be located in Northern
12 Virginia. We cannot, even though you might argue that
13 we could solve some Northern Virginia traffic problems
14 by investing in Stafford or Fauquier Counties or
15 investing in the District or in Maryland, we're not
16 allowed to do that. When we build something or buy
17 something, it has to stay in Northern Virginia.

18 We look at congestion relief relative to cost
19 and there's these incredibly complex eye charts that
20 you can barely read that lay out that data for us. We
21 look at the project ratings in the TransAction plan.
22 I'm looking at how much overall congestion can they

1 relieve. We'll look at qualitative considerations. We
2 want to make sure that we have modal balance and we're
3 not spending all of our money in just highways and not
4 enough in transit. We make sure we have geographic
5 balance, that we're not spending all of our money
6 inside the Beltway and none of it outside the Beltway.

7 We want to look at sort of the long term
8 equity. You want to look at the question of are there
9 jurisdictions that have been getting more than their,
10 quote, fair share in any period of time and making sure
11 we spread that out.

12 And then last, the last important piece is
13 public comment. I know some of you come to meetings
14 like this. We all have meetings like this frequently
15 in our local jurisdictions. People often wonder do
16 these meetings really matter. Are, are we really
17 listening. And the answer's yes.

18 There are projects every single year. There
19 are projects that were not anticipated for funding, but
20 that public comment has caused us as a body to realize
21 this is apparently a bigger problem than we realized it
22 was. Maybe we should make this a higher priority.

1 Your comments really do make a difference to us.

2 This is the public hearing tonight, but we are
3 continuing to accept public comment online and through
4 other methods through May 20th. A lot of the
5 jurisdictions either have had or will soon be having
6 town hall meetings to talk about the projects and their
7 individual jurisdictions.

8 And it's important to understand also that
9 there's no funding recommendation at this time. Staff
10 has not yet given us the list of projects that they
11 believe we should fund. They'll do that sometime in
12 the next couple of weeks and at that point we'll take
13 that recommendation from the staff. And then this body
14 will then review that, evaluate that, debate some of
15 the puts and takes that might have to happen to make
16 sure that we have the product I think best represents
17 what we believe are region needs to take a big step
18 forward in terms of relieving congestion.

19 As I said earlier, we have about 1-1/4 billion
20 dollars available to spend. And again, like I said, it
21 feels like a really big number, but in the context of
22 the fact that we have 47 billion dollars of identified

1 needs in this region, suddenly 1.285 billion dollars
2 doesn't feel like enough money. And this always goes
3 back to the point have been talking about since the
4 legislation first passed five years ago, and that is
5 that the NVTa will never solve every traffic problem
6 that we have in Northern Virginia, and even those that
7 we solve, we won't necessarily solve immediately.

8 It's taken us generations to find ourselves in
9 the gridlock we're in today and it's going to take a
10 long time to get out of that gridlock and a lot of
11 investment and a lot of good decision making by our
12 communities and by the elected leadership.

13 But that's what we're here to work on today.
14 We're anticipating making the final decision about this
15 six year program next, at our meeting next month here
16 in June. Leave here -- so some of the dates I already
17 talked about. If you want to provide more comment
18 after you leave here tonight, you can go to our
19 website. It's this really long link here. But if you
20 just go to our website, theNOVAauthority.org you'll find
21 the site. Pretty easy to find the site on that page
22 where you can profile additional comments and

1 (inaudible). There we go. So we have, we have
2 multiple ways to get in touch with us. All of this is
3 available. The easiest way to get in touch with us is
4 through our website, the NOVAAuthority.org.

5 And with that, I thank you for your time. I
6 do apologize for talking so fast. I get very excited
7 when I talk about this stuff. But I also more
8 importantly want to hear from you. So with that I'm
9 going to sit down and we're going to have the public
10 hearing.

11 So as is our tradition, we're going to begin -
12 - we have, we have a pretty thick stack of people
13 signed up tonight. When your name -- what I'm going to
14 do is I'm going to call up two names at a time. I'm
15 going to call up the person who is going to be speaking
16 next and then the person after them. So if you're the
17 second name, please just come up here and get into the
18 on deck circle to be ready to go so we can keep things
19 moving quickly.

20 We always traditionally take our elected
21 officials first because some of them have other
22 commitments in the community they've got to get to,

1 other events like this in many other cases. So we're
2 going to start with -- I think we have eight elected
3 officials signed up tonight to speak. And so we're
4 going to start with the mayor elect of the town of
5 Dumfries, Derrick Wood, to be followed by Monae
6 Nickerson, also of the town of Dumfries.

7 And by the way, come up, everyone has three
8 minutes and if you've been to these before, you've seen
9 it. A green light will go on when you begin speaking.
10 A yellow light will come on when you have 30 seconds
11 left. One minute left? Thirty? Thirty seconds left.
12 When the red light comes on, I ask that you got to wrap
13 it up, come to a conclusion, and, and then let the next
14 speaker come up. Now Derrick.

15 MR. WOOD: I want to say happy birthday to the
16 two of you, you know, I know it was your birthday
17 yesterday. So, yeah. I'm here to talk about, of
18 course, the town of Dumfries, which is near and dear to
19 my heart, to give public comment. I just want you to
20 imagine, and you also probably heard on the news there
21 was a big accident on 95 the other day. It impacted
22 not only those families in the houses, but also the

1 kids. Every single one of the kids got to school 30
2 minutes late because of one accident on 95. And then
3 it's like why.

4 Dumfries is, is a unique town because it's the
5 only town that's landlocked by Route 1, meaning it's a
6 cul-de-sac community and I don't know if that's taken
7 in consideration in the school. Most of the people,
8 only one way in and out of their homes and that is
9 Route 1. And so Route 1, this project is, is very
10 significant to us because, one, it's going to create a
11 bypass and still allow all our constituents to be able
12 to get out of their homes an alternative means, which
13 is going to reduce a lot of congestion and land lock.

14 One trip coming down through Dumfries, I know
15 most of you probably don't want to come through, but
16 any time 95 is backed up, people jump off of 95 and
17 they go through Route 1 and they cut right through the
18 town of Dumfries. And it impacts not only the
19 congestion, but it also impacts pedestrian safety
20 because people are trying to speed through our little
21 town.

22 You know, speed limit is 35, but people are

1 going about 45 or 50 because they're trying to find a
2 way to bypass the traffic on 95 that's backed up. And
3 so not only will this project help us to reduce that
4 traffic congestion, but it's going to also provide a
5 lot of pedestrian safety on, on some of those
6 thoroughfares with the kids trying to cross and go to
7 McDonald's. The kids are trying to cross and go get
8 some ice cream, but people are using it as a main
9 highway.

10 We don't want to have to put speed bumps in
11 Dumfries just for people to slow down when they're
12 coming through there, but we feel like that's a very
13 important project.

14 So I, I just come to ask that -- our project
15 is rated pretty high on the TransAction. I think we're
16 ranked about 15 right now. We're unique because we
17 don't have the taxing authority to really, to raise the
18 funds. So we're asking that this Commission to fully
19 fund that project going forward. All of the, all of
20 the citizens, we made this our number one priority for
21 the past six years that I've been sitting on council.
22 It's our number one legislative agenda, is to get this

1 funded.

2 And I think it's the one thing that all our
3 citizens will want to do. And I think that you will be
4 doing the town of Dumfries a great service by funding
5 this project. So thank you for your time and attention
6 to this.

7 CHAIR NOHE: Next we have Monae Nickerson to
8 be follow by Ron Meyer.

9 MS. NICKERSON: Good evening. I'm Monae
10 Nickerson, councilwoman for the town of Dumfries. I'm
11 here to speak on behalf of my constituents in Dumfries.
12 I worked the campaign trail for, I don't know, maybe
13 about three months walking Dumfries. I knocked on, I
14 can even imagine how many doors, most of which I
15 knocked on more than once. Some two and three times.
16 The general consensus from every single door that I
17 knocked on is what are we going to do about the traffic
18 in Dumfries.

19 So just to give you a bit of perspective. The
20 town of Dumfries itself is about a mile-and-a-half;
21 however, there's a stretch of road that goes through
22 the town of Dumfries because our main street is the

1 alternate Route to 93. So there's a, there's a stretch
2 of road two-and-a-half miles that stretches from one
3 end of Dumfries just about to the other end. A little
4 bit beyond actually. That two-and-a-half miles on any
5 given Thursday, Friday evening, all day Saturday, can
6 take you 45 minutes.

7 As a resident, that's ridiculous. There are
8 times where I would leave my house and I can see what
9 the traffic looks like before I get to the main road,
10 I'll turn around. Excuse me. I'll turn around and go
11 home because I don't want to sit in the traffic. I
12 can't go north, north-south. So we are gridlocked in
13 our community and it's definitely affecting the quality
14 of life for all of our citizens.

15 And as Derrick mentioned, you know, because of
16 an accident on I-95 in the morning, my child is late to
17 school as well. So my ask to this Board on behalf of
18 my community is that you fully fund that project. We
19 have already began some of the planning stages for it
20 and with full funding, we could have this project
21 completed by 2023. So thank you very much for your
22 time.

1 CHAIR NOHE: Next we have Ron Meyer, Loudoun
2 Board, followed by Linda Colbert from the town of
3 Vienna.

4 MR. MEYER: Thank you, Mr. Chair. I'm Ron
5 Meyer, Loudoun County Supervisor, Broad Run District,
6 member of the Northern Virginia Transportation
7 Commission, the National Cooperation Transportation
8 Planning Board, immediate past chair of Route 28 Tax
9 District.

10 I'm here today to speak in favor of the
11 Shellhorn road extension to Route 28. It's identified
12 in your packets as TransAction 9184. So what's going
13 to be a lot more powerful than anything I say today?
14 It's going to be more powerful from the residents who
15 came and actually are taking probably about four hours
16 of their day to come speak and be in front of you
17 today. So I want them to raise their hands and say
18 hello. Hopefully we can stay, stay until they're up to
19 speak. They're going to be able to give their personal
20 stories on why they support this project.

21 I think many of you know, anybody who's
22 followed my area has known that it's gotten really

1 ripped off by the Greenway for a long time. My
2 constituents have to drive one or two or three miles on
3 the Greenway because it's almost our only choice. You
4 either have to choose that or going up Waxpool Road,
5 which is heavily congested. They end up doing a
6 massive horseshoe exchange.

7 So they either have to do sitting in
8 congestion for a half hour on Waxpool, or pay six bucks
9 each way every day, which for the average working
10 personal going to Rosslyn or Reston, or DC, is going to
11 add up to \$3,000 a year in tolls.

12 And so NVTVA, this project scored very well on
13 congestion relief because it relieves congestion on
14 Waxpool Road, but in addition to that, it's also saving
15 people up to \$3,000 a year, which they can put in their
16 children's savings accounts for college, for their own
17 personal savings accounts, for retirement, and it
18 doesn't go to the Greenway, which by the way, doesn't
19 fund any transportation projects that we are talking
20 about today. That goes to a private company.

21 And so not only does it meet the NVTVA
22 requirements, it helps that as well, and then by the

1 way, it's also massively multimodal because this is the
2 only direct connection to Route 28 to Loudoun's future,
3 to Metro stations. And so for the bus routes,
4 especially from Sterling, this project is pivotal. We
5 need to have it done around Metro. Obviously the
6 schedule's not there, but we need to accelerate it as
7 fast as possible. So that's something to keep in mind
8 on why we're asking for the 17 million as fast as
9 possible, as quickly as possible. If you can move it
10 up, that's great too.

11 And so what I want to say, hopefully save some
12 time is this. Is my constituents have had to live with
13 this, and frankly Supervisor Nohe's constituents, Chair
14 Randall's constituents, Supervisor Buffington's
15 constituents, who's here today. A lot of, almost all
16 of Loudoun County has had to suffer through having to
17 pay \$6 each way on the Greenway.

18 This takes a massive step forward for those
19 people that live on the first five miles plus to give
20 them another option. And you can do that. You can
21 help them all. You can help literally tens of
22 thousands of residents by getting this project

1 accelerated. So thank you for doing that. And, and
2 for your consideration.

3 CHAIR NOHE: Linda Colbert will be followed by
4 Sen. Scott Surovell.

5 VICE MAYOR COLBERT: Good evening. Linda
6 Colbert, town of Vienna, Vice Mayor, and I'm here to
7 speak about the parking garage. We are asking to be
8 funded half. We would like to spend 4.6 million on a
9 parking garage. We are asking the Authority to pay 2.3
10 million. This parking garage, we're, we're only asking
11 for one project and it's the only project that is a
12 parking garage. So I know that you spoke about
13 balance, and so I think that would be an excellent way
14 to have some balance.

15 The parking garage I think could help Vienna's
16 congestion, but also the region as a whole because
17 Vienna is -- this parking garage is off of Church
18 Street. Church Street is parallel to 123 and Maple
19 Avenue. And everybody knows that Maple Avenue is very
20 congested at all times of the day. So what happens is
21 on Church Street we have many businesses and
22 restaurants. And so it's a destination point for many

1 people. For our town residents, they can't find
2 parking. So they are circling and that would take
3 those cars off of Church Street, which is just really
4 congested in general.

5 The other thing is that we, we would, we are
6 offering to have half of the parking spaces. So
7 there's going to be about 127 parking spaces. We're
8 offering half of those to be commuter parking. And so
9 we're looking at people can drive there, park. They
10 can go to the Metro then. And we've got Metro. We've
11 got the Vienna Metro. We've got Vienna Upton Station.
12 We've got Greensboro. We've got the Dunn Loring
13 Station.

14 So if they're bikers, they can hop on the W&OD
15 trail, which is feet away from this parking structure,
16 or they could take a bus to the Metro and, and get on
17 the Metro there. They could do many things. But this
18 would be a commuter parking garage and they could --
19 and we're not sure exactly how we will do that, if
20 we'll have them -- we don't know exactly how we're
21 going to have those parking spaces designated, but
22 we're going to at least have half of those.

1 So it is low cost and it's big congestion
2 relief. Yes. Thank you.

3 CHAIR NOHE: Sen. Surovell, be followed by
4 Supervisor Ricky Buffington. Tony. Did I say Ricky?
5 Tony Buffington.

6 MR. BUFFINGTON: What'd you say, Ricky?

7 SEN SUROVELL: All right. Good evening. So
8 I'm here to speak for four different projects that are
9 all actually in my district. First one I'll mention
10 really quick is the town of Dumfries project. Mayor
11 Elect Wood about, Councilman Wood, he's right about
12 this Dumfries project. The thing about Route 1, which
13 is coming about all Route 1 is it's pushed so far up
14 against the river that pretty often it's impossible to
15 get anywhere on Route 1 if you live east of Route 1
16 without going on Route 1, which is why Route 1 has all
17 these congestion problems.

18 And it has Route 1 -- Prince William has spent
19 a lot of money improving Route 1 in the last, about the
20 last decade, and this Dumfries piece is about the last
21 piece that needs to be widened in Prince William County
22 to make it six lanes throughout the entire county. And

1 for economic development purposes, congestion relief,
2 it's absolutely critical for Southern Prince William.

3 The other three projects I want to mention are
4 CSX bridge underpass on Route 1 and I-95, and also the
5 Route 1 BRT, Route 1 widening. It's kind of a combined
6 -- although it's framed as two projects, it's actually
7 a combined project.

8 Really quick, the CSX bridge piece, that's,
9 that project has, it's only, I think, a 12 million
10 dollar ask. I think it ranked number 32 in the CRC
11 guidelines. The State's going to put up about 20. The
12 State and the Feds, I think, are putting up about 20
13 million dollars for that, but it's going to lay the
14 groundwork for the high speed rail.

15 The high speed rail that we're going to put up
16 and down the east coast, and 1.5 billion to our high
17 speed rail, it's going to lay the groundwork for a
18 future widening of Route 1 to six lanes through there
19 and the bus rapid transit. So it's going to benefit
20 two or three different modes of transit, and it's only
21 a 12 million dollar investment. NNVT's is only being
22 asked to pick up a third of that.

1 The, the big thing, the biggest project I'm
2 here to talk about is the Route 1 BRT widening. That's
3 a project that I've been working on for nine years now.
4 I've lived in the Route 1 corridor my entire life. I'm
5 46-1/2 years old. The road hasn't been touched my
6 entire life and it's desperately needed. The State
7 spent two million dollars doing a Route 1 multimodal
8 study which recommended a median dedicated bus traffic
9 rapid transit, sidewalk improvements, and multiuse
10 path, and a two stop yellow line extension ultimately
11 at the result of, at the end of all this.

12 Fairfax County came along in the last two
13 years, did the Fairfax County and Park zoning process
14 where they've not completely rezoned the Route 1
15 corridor in anticipation of this to bring 80,000 new
16 people to live on top where 40,000 live today,
17 surrounded by about 200,000 others.

18 What this project will do, it'll facilitate
19 massive economic growth, massive redevelopment, massive
20 environmental improvements, all right there in Eastern
21 Fairfax County right next to the gateway to Fairfax
22 County and right between three jurisdictions. This

1 will benefit Alexandria, Prince William, and Fairfax
2 County.

3 I think it's one of the only projects that
4 will actually benefit three jurisdictions. Five of the
5 census tracks in this corridor were just designated as
6 opportunity zones by the State, or recommended for
7 opportunity zones by the State. It'll dovetail with
8 that.

9 It's a truly multimodal project. It'll
10 benefit pedestrians, cyclists, bussing, Metro, cars,
11 congestion. It's a truly multimodal project. It's a
12 truly multimodal regional project. It's exactly what
13 this Authority was created to fund.

14 And I would also just note that the Route 1
15 corridor, the part of this is focused on has the
16 highest concentration of pedestrian deaths in the
17 entire state, right there because the road is so
18 dangerous with the number of people that are walking.
19 It's also the corridor that has the most bus users in
20 the entire, in all Northern Virginia.

21 So I please ask that you fund that. It's
22 critical for us. Thank you.

1 CHAIR NOHE: Supervisor Tony Buffington, which
2 will be followed by Stacy Carey.

3 MR. BUFFINGTON: Good evening and happy
4 birthday, Chairman Nohe. And good evening vice chair
5 and distinguished members of the NVTA Board. My name
6 is Tony Buffington from Loudoun County Board of
7 Supervisors. I'm a Blue Ridge District supervisor.
8 And I'm here tonight to support all of our Loudoun
9 County projects.

10 But in particular, I'm here to support the
11 Hillsboro Congestion Mitigation Project. And if you
12 wouldn't mind, we did drive a bus up here this evening.
13 So I see the jazz hands from who's here for this
14 project. All right. This project is unique for many
15 reasons. First, and perhaps most importantly, the
16 Hillsboro project is ready to build now. In fact, it
17 has the earliest construction start and earliest
18 construction completion of all of the projects you're
19 considering.

20 We all know it's critical for the Northern
21 Virginia Transportation System to actually build a long
22 list of projects that we want built. Hillsboro is the

1 showcase for this opportunity. Second, among all 60
2 projects that you're considering, Hillsboro ranks
3 number one in travel time reliability, your measure of
4 the extra time travelers need to add to their trip
5 travel time to ensure arrival on time for their
6 destination. And number one in person hours of
7 congestion travel in automobiles.

8 Third, one of the most critical projects in my
9 district is the Route 7/Route 690 interchange. I'm
10 working with VDOT and county staff to accelerate
11 construction of that project. However, if NVTVA does
12 not fund the Hillsboro project and specifically provide
13 for the project's eastern roundabout at the Route
14 9/Route 690 interchange, then the congestion and
15 queuing along 690 and Route 9 will be exacerbated by
16 the new interchange. By replacing the signalized
17 intersection with, on Route 9 with a roundabout, we'll
18 be able to move traffic, more traffic through there
19 much more efficiently.

20 I'd also like to personally mention that Mayor
21 Vance, Mayor Vance right here, and his team all of whom
22 are uncompensated volunteers have been working on this

1 project for over a decade. Their goal is to reduce
2 congestion and improve safety along the entire corridor
3 and reclaim their main street to recreate a walkable,
4 multimodal town. They have worked diligently to bring
5 to the table nearly half of the funding necessary for
6 this project and they substantially lowered the
7 project's cost, overall cost, in order to maximize
8 every dollar.

9 What more could we ask of them, right? So in
10 closing, I stand by them to request your vote to fully
11 fund this project this year. Thank you very much.

12 CHAIR NOHE: We have Stacy Carey, who will be
13 followed by Delegate Randy Minchew.

14 MS. CAREY: Hi. Stacy Carey. I'm here on
15 behalf of Supervisor Gary Higgins. I'm his chief of
16 staff and wanted to take just a couple moments to chat
17 with you about the Loudoun projects, but the Route 15
18 widening from the Battlefield Parkway up to Montresor
19 Road. Thank you for all your work on behalf of the
20 Authority, and like many of the elected officials, you
21 know, all the time that's spent in public outreach and
22 focusing on many important projects.

1 So in support of the Loudoun project, also
2 Hillsboro's important, Shellhorn, Prentice Drive, but
3 Route 15 in particular has been a problem that hasn't
4 been addressed for quite a while. It's long overdue.
5 There are enormous safety and congestion problems.
6 Like the Dumfries jurisdiction, an accident, one
7 accident on Route 15 north sends the entire corridor
8 into a tailspin. Kids, we just had one last week, kids
9 are delayed getting to Lucketts Elementary School.

10 We get cut-through traffic going through all
11 sorts of neighborhoods and, but also safety is, is a
12 huge concern. We've had a number of fatalities on that
13 corridor, countless traffic accidents over the last 20
14 months. One accident in particular was a young man
15 starting a new job. Lived in Maryland coming into
16 Virginia. Had to be on the jobsite at 6 o'clock in the
17 morning, was extremely tired, was on the phone talking
18 to his fiancée to keep him awake. He fell asleep,
19 crossed the line, and killed a gentleman in the car, a
20 head-on collision. And, I mean that illustrates just
21 part of the safety concerns we have.

22 Route 15 in its current condition right now

1 is, is effectively a two lane rural road, you know,
2 with the capacity of 12,000 cars a day in its design.
3 Today from Battlefield Parkway up to Montresor, it
4 carries 26,000 cars a day. It drops off to 19,000 from
5 Lucketts Road up to the Maryland state line.

6 The corridor, this corridor is also a victim
7 of regional congestion. Many of the, the cars coming
8 in are coming in from Maryland and West Virginia
9 traveling to our technology corridors in Fairfax and
10 Loudoun Counties. Bechtel moved to, I think, Reston,
11 and we saw an immediate impact on Route 15 when that
12 happened.

13 Queuing along this 14 mile corridor during
14 peak hours backs up all the way to the Maryland state
15 line in the morning peak and all the way down to
16 Leesburg in the evening peak. So our, you know, our
17 residences are extremely impacted on quality of life
18 issues. You know, not, not unlike, you know, many of
19 the jurisdictions here. People time their, you know,
20 when they leave their homes, but, you know, families
21 trying to get their kids to certain places, you know,
22 it's a, it's a real concern. Sometimes during peak

1 residents battel two hours of traffic just trying to
2 get home in the evenings.

3 This is a top, the top transportation
4 propriety for Supervisor Higgins and the Loudoun County
5 Board as well. Thank you for your attention. We've
6 had great public outreach. Go to the website Route 15
7 north of Leesburg. Thank you very much.

8 CHAIR NOHE: Next we have Delegate Minchew,
9 followed by Mayor Roger Vance.

10 MR. MINCHEW: Well, good evening, Mr. Chairman
11 and colleagues with the NVTA. Randy Minchew, a citizen
12 of the town Leesburg and Loudoun County. I'm looking
13 at the robust list of projects here before you today.
14 I think of what Stanford economist, economist Tom
15 Sowell, once observed that the first lesson of
16 economics is one of scarcity. There's never enough of
17 any one thing to serve everyone that wants it. He also
18 opined that the first lesson of politics is to ignore
19 the first lesson of economics. I think in making your
20 decisions tonight you'll follow the first rule.

21 Since the Authority gained its full funding
22 status not even five years ago, this study and more

1 than congestion relief in the past years, any one
2 public policy initiative I can point to. So please
3 keep up the good work.

4 Mr. Chairman, there is a great array of
5 projects that affect my home town of Leesburg and my
6 home county of Loudoun. Chair Randell and Mayor Burk
7 can speak at much greater length than I can about the
8 profound list of projects that are on there. But I
9 note that last year you may recall, Loudoun County
10 chose to back interchange projects in the town of
11 Leesburg knowing that they would come up with a robust
12 list this year.

13 So this year we've got a robust list of
14 Loudoun projects coming up at a time when we face
15 funding reductions. So that's why I would submit that
16 the reduction of funding this year that we're, have to
17 live with will have a good portion to hit Loudoun
18 County.

19 What I'd like to do, Mr. Chairman, is talk
20 about just three projects. First of all, I would ask
21 that the continuation of funding be made for the
22 Battlefield Parkway/Route 7 that we call Leesburg/East

1 Market Street interchange. There's already been 33
2 million put to that, 25 million more needed. And Mr.
3 Chairman, if you've driven up there, I know you have,
4 Battlefield Parkway now will go from south-north, a
5 hemispheric 180 degree line that, that a 20 year
6 project in the town of Leesburg.

7 Since that connection to South King Street has
8 opened up, we've seen that struggling interchange,
9 intersection, rather, at Battlefield Parkway just get
10 more congestion. So that interchange is needed now
11 more than ever.

12 Second, I would align myself with the comments
13 by Ron Meyer about Shellhorn Road. Shellhorn Road is
14 your number three ranked project for congestion relief
15 and it's a gain (inaudible) project. It really will.
16 It will, it will allow us to bring greater efficiency
17 out of the Broad Run/Route 6 Metro station, will create
18 a new way of going east to west in Loudoun County.

19 Also it will save a lot of money, disposable
20 income in Loudoun county who, with residents who
21 currently pay the Greenway. There's many residents who
22 basically would go on the Greenway, pay the full fare

1 to drive only one-third of that entire length. So that
2 Shellhorn Road connection will help that Metro station
3 open up and go forward.

4 Lastly, I'd like to talk about a project Sen.
5 Black and I have both worked on that was not on last
6 year's project, and that is the Evergreen Mills Road
7 improvements. Last September we lost a wonderful young
8 lady by the name of Erin Capeland (ph) who was
9 basically t-boned at the intersection of Watson Road
10 and Evergreen Mills Road. The improvements the Loudoun
11 Board had put on there is a real helpful improvement to
12 fix the dramatically poor vertical and horizontal
13 (inaudible).

14 But as my time is up, Mr. Chairman, I yield
15 back. Thanks for all you do.

16 CHAIR NOHE: It's good to see you. So Mayor,
17 Mayor, Mayor Vance, I'm going to ask for three minutes
18 of deference 'cause we got a little messed up here. But
19 you'll understand why in a second. So I'm told Letty
20 Hardy from the city of Falls Church. I put in -- yeah,
21 I put in the wrong list. You got put on the wrong
22 list.

1 MS. HARDY: Thank you. We appreciate the
2 opportunity. Letty Hardy from the city of Falls
3 Church. I'm the parent of three young kids and I'd
4 love the talk tonight about the importance of
5 walkability and safe routes to school. But I'm also on
6 the city council, so I'm actually going to take the
7 opportunity to advocate for the importance of transit-
8 oriented development and the interconnectedness of
9 transportation projects that will solve regional and
10 national urban planning challenges we have ahead and
11 how regional congestion (inaudible).

12 I specifically want to lend my support to the
13 West Falls Church multimodal project, which I believe
14 is No. 66 grant request, which is that the Route
15 7/Peacock Street Road intersection, which is directly
16 next to the West Falls Church Metro station. That is
17 the western gateway for the city of Falls Church and
18 it's really going to be the transit hub also for the
19 city of Falls Church.

20 Idlewood, Hemet Hills, Southern Red Plain,
21 part of (inaudible) counties. And I want to say thank
22 you to our friends in Fairfax County for also

1 supporting this project because that will definitely
2 benefit Fairfax county residents as well.

3 In addition, our middle and high schoolers
4 are, middle or high schools are also located in that
5 corridor and today you'll hear from other speakers who
6 will talk about the importance of why those walkability
7 improvements are important for those residents.

8 This 15 million grant is really pivotal for
9 the future of that area. We plan to develop ten acres
10 in the West Falls Church area for a vibrant mixed-use
11 activity center for the region, not only a great sense
12 of place for residents, but one that really attracts
13 people from all over, a desirable community with
14 office/retail where you really, truly can live, work,
15 and play.

16 So mixed use is not a new concept for the city
17 of Falls Church. We're trying to do it many places. I
18 think the benefit of mixed use development is employers
19 and businesses want to locate where people want to
20 live. And where they can easily commute as well. I
21 think the transportation opportunity there is really
22 going to be a key enabler of that kind of development.

1 So as public officials, our job is to be
2 responsive and address local needs, but I think we've a
3 bigger opportunity in front of us, which is apply a
4 broader approach in solving regional challenges,
5 providing more walkable, bikeable options means easier
6 access for everyone in that corridor, which means more
7 people can get through more easily. Pairing
8 transportation and smart growth and transit oriented
9 development will enable that congestion relief for
10 everyone who travels to that corridor.

11 So on that note I'd also want to throw my
12 support to other projects on your list that also enable
13 multimodal options. I think the W & OD enhanced bike
14 trails option is important. North Washington
15 multimodal project is also on the list that also
16 provides kind of walkable, bikeable options in that
17 area. And then the city of Fairfax bike share project,
18 which is important in connecting bike share for the
19 entire region.

20 So thank you very much for your work.

21 CHAIR NOHE: Thank you. Next on the list is
22 Mayor Roger Vance from the town of Hillsboro. Come on

1 up. Make an observation here. I've got 21 people
2 total from the town of Hillsboro to speak. Presumably
3 all about the same topic. If any other jurisdiction
4 came to me with 20% of the population of their
5 jurisdiction, I would call the fire marshal.

6 MAYOR VANCE: We, we hope our town's not being
7 burglarized, right?

8 CHAIR NOHE: What I would say is that we look,
9 we have always look forward to hearing from as many
10 Northern Virginia residents as we possibly can. After
11 the 21 residents of Hillsboro speak, we still have 35
12 other people signed up. So if not everyone chooses to
13 say everything they think, that might be (inaudible).
14 It's okay. It's okay to just raise your hand and say
15 (inaudible). If that's what you choose, not that I
16 would tell you you have to do that. But the next
17 speaker after is going to be Amy Marasco.

18 MAYOR VANCE: Good evening. I'm Roger Vance.
19 I've been Hillsboro Mayor since 2004. I'm here to
20 speak in support of the funding the Hillsboro
21 Congestion Mitigation and Traffic Calming Project,
22 which is the most ready to build and soonest to

1 complete of your 60 candidate projects.

2 Others tonight will speak on the strong merits
3 of the project. I, I want to describe the journey
4 we've taken to get here. The project began with
5 Federal Highway Demonstration funds 15 years ago to
6 address acute congestion and safety issues. It was
7 refined by two internationally renowned traffic calming
8 and roundabout experts.

9 It's VDOT's six year plan for a decade. It
10 cleared NEPA at its final design public hearing in
11 2012. It then languished un-funded at 60% plans as
12 congestion grew and ADT climbing to 17,000. Seeing no
13 alternative, Hillsboro took over management of the
14 project in 2016 and support from Chair Randall,
15 Supervisor Buffington helped us secure nearly five
16 million dollars for Loudoun adding to other grants,
17 proffers, and our leveraging funds for additional
18 infrastructure in Route 9 to bring over ten million
19 dollars into the project.

20 Even those our SMART SCALE bid fail short, we
21 forged ahead last September to hire a leading
22 engineering firm to reevaluate the project, finish

1 design, and manage construction. Adding savings
2 through town management, the original 29 million dollar
3 VDOT cost estimate was cut to 22 million dollars. In
4 April we submitted these, 100% plans to VDOT and to
5 Loudoun County for a land use permit. We expect bid
6 documents of 60 days, construction starting in the
7 fall, and completion in 24 months.

8 We're not just ready to roll, we're rolling.
9 In fact, last week I signed off on our first right-of-
10 way agreements. Yesterday I spent five hours with
11 Dominion, Verizon, and our utility team to finalize the
12 precise locations of everything from transformers, to
13 manholes, to splice boxes. Our regional communication
14 plan is ready to launch.

15 We've worked very hard over 15 years. We have
16 a great source. What we don't have is the remaining 12
17 million dollars that will build this project as one.
18 If forced to build as separate projects, we lose all
19 economies of scale, we waste millions in redundant
20 work, and until the entire system is complete we will
21 not ease congestion. If not build as one, this key
22 artery will face repeated disruption for many years to

1 come, not just 24 months.

2 Hillsboro has great partners and a world-class
3 engineering firm, Loudoun County, and VDOT, but we do
4 need one more partner to get us across the finish line.
5 We need you. Thank you.

6 CHAIR NOHE: We now have Amy Marasco, followed
7 by Claudia Forbes.

8 VICE MAYOR MARASCO: Good evening. My name is
9 Amy Marasco. I'm the Vice Mayor of Hillsboro. I'm
10 delighted to speak tonight in support of the Route 9
11 Congestion Mitigation Traffic Calming and Pedestrian
12 Safety Project. I bring to this project both my
13 passion for our historic town and region, and I also
14 bring my resolve to get our traffic problems addressed
15 with a well-thought-out traffic management system,
16 including roundabouts and traffic calming safety
17 features.

18 I also bring to this project 35 years of
19 experience managing multiyear, multimillion dollar
20 federal and state grant programs, including experience
21 with federal procurement, acquisition rules, and
22 project management and scheduling. I was the founder

1 and CEO of the Arlington Base Marasco (ph) Neutonburg
2 (ph), a 50 million dollar environment management
3 consulting firm that worked on some of our nation's
4 most challenging environmental issues.

5 At no compensation as Vice Mayor, I am here
6 and ready to bring this expertise to help Hillsboro
7 deliver the project we have proposed to NVTA. In fact,
8 just this past month I begun working with the town
9 attorney and our consulting firm to lay out the
10 elements of the competitive procurement construction
11 project.

12 I do not envy the position your board has to
13 face and the difficult decisions you'll be making in
14 the next month. Your Authority has 60 worthy projects
15 in front of you for consideration. However, no other
16 candidate project is as ready as Hillsboro. As we can
17 be started and completed before 90% of your projects
18 even begin construction.

19 As Mayor Vance has noted, we are already
20 rolling. No other project other than Hillsboro
21 addresses the transportation concerns of safety,
22 congestion mitigation, and quality of life in the most

1 western part of your jurisdiction. In fact, in
2 addressing an NVT hotspot. You will hear tonight from
3 our fellow government officials, law enforcement,
4 school board, businesses, concerned citizens of the
5 town and the region.

6 I know they'll be brief, but what I hope is
7 that you remember after this very long evening that
8 this showcase project is ready to go. We are ready to
9 start construction in 2018. Whether we receive your
10 funding or not, we must start to build. But if we can
11 work with you and if you can become our partner, then
12 we can together solve the problem and build the entire
13 traffic management system.

14 Honestly, I don't know what more we can do on
15 our end. By examining every assumption in the earlier
16 29 million dollar VDOT project, we have trimmed seven
17 million dollars in project costs, but we didn't stop
18 there. We launched a campaign to write grant proposals
19 and we have been successful bringing to the table
20 nearly 50% of the leveraged funds.

21 And then 18 months ago we made the difficult
22 decision to take the project over, thus reducing

1 another 1.2 million in overhead costs. Once we took
2 over, we procured an engineering firm and in seven
3 months we drove this project from 60% design to 100%
4 bid ready. In your program we see hope and possibility
5 for selection as you combine quantitative and
6 qualitative for what looks like some commonsense to us.

7 I appeal to your full board to approve full
8 funding for the Hillsboro Route 9 project and I commit
9 that we'll keep our end of the partnership. We will
10 get this built on time and on budget. Thank you.

11 CHAIR NOHE: Thank you. Next we have Claudia
12 Forbes, followed by Greg Ahlemann.

13 MS. FORBES: Good evening. My name is Claudia
14 Forbes. I'm a citizen of Hillsboro. I'm a member of
15 the Hillsboro town council and I serve as the town's
16 water commissioner. I'm here to speak tonight in
17 support of the Hillsboro Congestion Mitigation Road
18 Project. This project's congestion mitigation will
19 reach far beyond our town and will, in fact, have a
20 positive impact along the Route 9 corridor that NVT
21 has designated as a hotspot.

22 The entire town of Hillsboro is on the

1 national register of historic places and is the
2 showcase of some of the best preserved 18th and 19th
3 century architecture in the Commonwealth. In fact, it
4 is one of Virginia's best examples of a compact linear
5 rural village with original structures still standing
6 close along our main street. However, our town's main
7 street, Charlestown Pike/Route 9, is inundated by
8 17,000 daily motor vehicle trips, a literal ribbon of
9 traffic often at a standstill during peak hours,
10 paralyzes our town.

11 Unsafe conditions hamper pedestrian and
12 motorists access to our businesses, homes, and our
13 historic features. The proposed project changes this
14 paradigm. By eliminating the two traffic lights and
15 replacing with two roundabouts, motorists will move
16 much more efficiently through the corridor.

17 In addition to the benefits related to
18 congestion mitigation, this project offers the unique
19 cost saving measure of infrastructure planning. By
20 laying the new water line and sewer main and laterals
21 at the same time as the road is dug up and replaced, we
22 will be saving millions of taxpayer dollars and also

1 reducing the negative impacts on the residents,
2 businesses, and commuters of several construction
3 projects.

4 The roundabouts keep motorists moving and
5 reduce delays. The traffic calming features will make
6 Hillsboro safe and walkable again with sidewalks the
7 entire length of the town, raised and at grade
8 crosswalks, multimodal trails, and designated parking
9 for tourist and residents. With overhead utilities
10 buried, contact sensitive street scaping, and an
11 historical walking tour created, Hillsboro will become
12 an inviting attraction and tourist destination.

13 If NVTVA approves the town's request for the
14 road funding, I, as water commissioner, will be able to
15 work with Mayor Vance and the road construction team to
16 fully synchronize the road construction with the water
17 line construction. This will truly be an outstanding
18 example of good governance on the part of the NVTVA, the
19 Commonwealth, Loudoun County, and the town of
20 Hillsboro. Thank you.

21 CHAIR NOHE: Next we have Greg Ahlemann. If I
22 can ask those we, we discourage clapping. We also

1 discourage booing. So it's in the interest of time.

2 Thank you. Jazz hands are okay. I don't have my

3 glasses. I can't tell if you're doing it. Greg

4 Ahlemann will be followed by Alta Jones.

5 CMD. AHLEMANN: Thank you. First thank you

6 you all for your time, your service, your commitment to

7 the community. I am here on behalf of the sheriff's

8 office to speak on actually every project in Loudoun

9 County. Can I say that in front of this group?

10 Because I don't want to pick favorites, but I'm the

11 Western Loudoun station commander. So my area runs

12 from Route 15 west, which makes up about two-thirds of

13 the geographical area of Loudoun County.

14 So the Route 15 project that we've heard about

15 and the Route 9 project there in Hillsboro are huge for

16 me. And I think I bring a unique perspective to it

17 from the standpoint of public safety and congestion

18 mitigation. I realize I have a short amount of time,

19 so I can't talk about all the issues on Route 9 through

20 Hillsboro or all of them on Route 15, but I do want to

21 speak just briefly about the backups that we see

22 through those areas, specifically Hillsboro.

1 The backups and the queuing that occurs due to
2 the traffic signals there in town create crashes and I
3 believe aggressive driving. Several of our fatalities
4 have occurred on both ends of Hillsboro where
5 commuters, residents get tired of waiting. And they
6 take risks that they really shouldn't take. And
7 fortunately I believe that those, those things have
8 contributed to those.

9 I think the traffic circles at both ends of
10 town are, are crucial. As other speakers have already
11 said, we have the Route 7/690 project that's coming
12 that's going to divert more traffic at 690 and Route 9,
13 which without that traffic circle there is going to
14 create an even further nightmare.

15 I'll say this from the law enforcement
16 perspective. Route 9 is very difficult for first
17 responders, for our fire rescue personnel, for state
18 police, sheriff's office. When we respond to crashes
19 there, we're dealing with a two lane road with no
20 shoulders. When we divert traffic, we're sending
21 people, love Western Loudoun, but we're sending people
22 down old cart and buggy trails that have been paved

1 that our one lane bridges that cannot support the
2 volume of the traffic. It's just simply unsafe.

3 So I would say to you, I would take that into
4 consideration. I do see this as a much bigger issue
5 than just Hillsboro. While I am here to support
6 Hillsboro, crashes that occur in Western Loudoun, we
7 have two main East-West routes, Route 7 and Route 9.
8 Just like we have one East-West, or north-south on
9 Route 15. When there's a crash on one of those, they
10 affect the town of Leesburg. They affect Purcellville.
11 They affect every one of our towns. They affect
12 traffic further east into the county.

13 So while this is a smaller, one of the smaller
14 projects, the really bang for the buck is going to have
15 a major impact. So with that, I do want to yield the
16 rest of my time and I thank you all for your service.
17 Thank you.

18 CHAIR NOHE: Next we have Alta Jones, followed
19 by Kellie Hinkle.

20 MS. JONES: My name is Alta Jones and I don't
21 live in the town of Hillsboro. I live about a mile
22 west. I live on Route 9. I own Alta Terra B&B and a

1 vineyard. So I'm a business manager with my clients
2 coming in off of Route 9. I'm a former treasurer of
3 the town of Hillsboro and that's what I'm mainly going
4 to talk about, are the merits of the financials.

5 My past career was CFOs of fairly major
6 financial services. So I have some understanding of
7 finance. And I'm here, I'm in full support of
8 Hillsboro's project. This is an unbelievable town
9 where the council, the major, the vice mayor, they
10 don't even receive any compensation and they're
11 spending hundreds of hours practically weekly on the
12 project and have been for years. So it's, it's quite
13 an effort by the whole community.

14 I am also chair of the rural economic
15 development council in Loudoun County. We're appointed
16 by the board of supervisors and that's important
17 because we represent the rural businesses. And that's,
18 as I said, I am personally an owner of rural businesses
19 and with, with this area being one of the fastest
20 growing agro-tourism, and as we heard Ms. Forbes talk
21 about the attraction to Hillsboro and your un-ability
22 to walk there because of the traffic, you can see some

1 of the merits of this project.

2 This project is the furthest west of any of
3 the projects and the Chair was talking about
4 geographical diversity. So I picked that up. You've
5 heard Route 9 feeds 7. It's got workers. It's got
6 commuters. It's got tourists. It's got trucks. It's
7 got farmers' tractors on it with 17,000 vehicles.
8 Think about that.

9 Financial merits. I said the town is managing
10 the project. They've saved 1.2 million, that VDOT's
11 number, in just overhead and administrative costs.
12 This community, and particularly the town council, is
13 pitching in. It's three-and-a-half times less than
14 your other 60 projects that have an average of 41
15 million dollars. The town has skillfully and tactfully
16 gotten resources of other funding, almost 50%.

17 So the slogan out in front of the town hall is
18 build now and that's what has to happen. You, I'm not
19 going to go back over the merits that everyone else
20 has. It's there, it's ready, we need to build it now.
21 Thank you.

22 CHAIR NOHE: Kellie Hinkle, followed by Mathew

1 Scott.

2 MS. HINKLE: Good evening. I'm Kellie Hinkle
3 and I'm the agricultural development officer for
4 Loudoun County Department of Economic Development. I
5 have shortened my comments. I will submit the full
6 comments online to shorten hopefully your meeting time
7 tonight.

8 I'm here tonight to speak in support of the
9 Hillsboro Congestion Mitigation project. My office is
10 responsible for attracting new businesses and retaining
11 expanding or existing businesses across many sectors.
12 My area of focus is the rural and agricultural sectors
13 and our business community.

14 The Hillsboro project is on a primary corridor
15 that delivers thousands of visitors to Loudoun in
16 support of our agricultural-based economy. The project
17 posed by the town will have immense positive impact in
18 Loudoun. The project will improve access to the
19 existing agricultural businesses and encourage right
20 size business investment in the historic town of
21 Hillsboro. Of particular note is the project's state
22 of readiness. The Hillsboro Congestion Mitigation

1 project can be completed before more than 90% of the
2 other candidate projects can even begin construction.

3 I'm looking forward to working with Mayor
4 Vance in attracting businesses to the town and
5 surrounding area. This project along with the town's
6 related infrastructure projects are crucial to the
7 success of Loudoun's agricultural-based economy. But
8 timing is critical. Construction for all of these
9 infrastructure projects must be concurrent to avoid the
10 financially draining consequences that would result
11 from a prolonged duration of traffic disruption.

12 I am currently assisting business prospects
13 that are evaluating opportunities in and around
14 Hillsboro that would require access via Route 9. With
15 the threat of a prolonged and undefined project
16 timeline, these entrepreneurs are unable to make a
17 commitment to lease or purchase land. I am hopeful
18 that hearing the public's qualitative comments will
19 help inform your decision.

20 Fully funding this project now will have a
21 direct positive impact on the economic vitality of
22 Loudoun's rural and agriculturally-based businesses,

1 and consequently, the quality of life of the entire
2 region. Thank you for your time.

3 CHAIR NOHE: Next we have Mathew Scott,
4 followed by Mark Wertheimer.

5 MR. SCOTT: Good evening. My name is Mathew
6 Scott. I'm the head of the community in Hillsboro that
7 has developed and built one of those agricultural
8 businesses, the Stoneybrook Farm Market at the
9 intersection of Route 9 and 690, one of the greatest
10 impact by the struggle of the current traffic situation
11 and the benefit of a rebuilt main street.

12 We're a 40 acre organic farm. I'm here as a
13 resident and business owner and Hillsboro's largest
14 employer in full support of the Hillsboro road project.
15 As a builder and entrepreneur, I can envision what this
16 project will mean to our community. The roundabouts on
17 each end of town replacing the signalized lights that
18 now causes long lines radiating south, east, and west
19 of my businesses every day make it difficult for
20 people, and maybe you, to get in there and get good
21 sandwiches. And to get in there safely without taking
22 a great risk.

1 So lack of sidewalks and trail system in
2 Hillsboro forces pedestrians to walk along the roads
3 and narrow shoulders, making it unsafe for my children,
4 my workers, and my customers to move through town to
5 our market. So lack of any physical traffic calming
6 features encourages people to speed. I mean speed, 60
7 miles an hour through town. We have a little flashing
8 light where you can see the speed, 60. Watch it.

9 So I want to commend the major and the town
10 team for having the foresight to integrate all the
11 infrastructure projects into one larger project. The
12 potential of bringing for the first time an adequate
13 supply of safe, clear, potable water to area businesses
14 and residents is, is a critical factor that has direct
15 impact on our quality of life there in the town of
16 Hillsboro.

17 The future opportunity arising from installing
18 a sewer main and laterals now when the road is tore up
19 not only saves millions in costs, but brings the future
20 infrastructure closer to reality so we can expand our
21 business and offer more to the area and town.

22 By fully funding this project now, the

1 Hillsboro team is set to get the ball rolling right
2 away and the area businesses will have certainty that
3 construction will be over within two years. But not
4 fully funding, however, the alternate, alternative of
5 segmented prolonged construction will most definitely
6 harm my business and other businesses in town.

7 So built as one project we will save millions
8 of taxpayers dollars, and as a business owner, we must
9 get every dollar invested. The answer seems very clear
10 to me to fund the Hillsboro project now and get
11 construction started and finished. Thank you very
12 much.

13 CHAIR NOHE: Next we have Mark Wertheimer,
14 followed by David Lenk.

15 MR. WERTHEIMER: I'm Mark Wertheimer. I'm the
16 principal of the Hillsboro Charter Academy. It's a
17 little school there in Hillsboro and you can probably
18 imagine what it's like. Our students can't even walk
19 to school if they live, you know, 100 yards away from
20 the building because it's just simply unsafe. They get
21 on the bus to go, you know, a couple hundred yards to
22 school. Must less having anyone else being able to

1 walk through that area.

2 And so right now people have to walk about,
3 drive twice as long to come to our school. About half
4 of our population comes from the immediate area. Other
5 half comes from farther away. And because we're a
6 charter school, people have to choose to come. And so
7 for us to have to have long delays by a project that
8 goes on and on beyond the first two years is going to
9 be difficult enough during that time when we can sit
10 there and hope that eventually it's going to be so much
11 smoother.

12 But if it goes for years beyond that, it
13 becomes a real damage to our school and that people may
14 no longer choose us. Then we might have to close after
15 all. It's quite a project that happened there they
16 saved our little school. We'd hate to see it go down
17 because of this.

18 Right now there's about 1,000 students or
19 families who also use that route. There are bus routes
20 that go through there, dozens right now. They'll be
21 even more traffic coming with that improvement on Route
22 7 connecting to 690, which is a Hillsboro road. So

1 there's plenty of traffic that's going through there
2 now, but will be even more later.

3 So all the schools in the area are currently
4 very much affected by school buses going through there
5 already. We also heard about the safety issues.
6 Speaking of that, the other day I was looking out at
7 the traffic light from the school and I seen the sirens
8 coming, the big old fire truck coming blowing their
9 horns as people are zooming by not even letting them in
10 because they are so urgently trying to get through
11 that, that title town.

12 And so we have people living there who are
13 threatened by, you know, crossing the street, having a
14 fire truck ignored. This is something that has to
15 change in there for my children. I want them to be
16 safe. I want them -- right in the front yard is that
17 road. I want a safe roundabout. I want safe
18 crosswalks. I want parents who can cross the street
19 with their children.

20 Right now it's a danger to my kids. And
21 that's my first responsibility. So I ask if you would
22 please support this project. Thank you.

1 CHAIR NOHE: Thank you. David Lenk, followed
2 by Maura Walsh-Copeland.

3 MR. LENK: Good evening. I'm David Lenk.
4 I've lived in Hillsboro's earliest and still standing
5 home built in early 1740 for 17 years. I commute daily
6 to my job at Harpers Ferry as a design consultant and
7 media producer for the national park service. As a
8 resident, I have firsthand experience with the key
9 issues that the Hillsboro Congestion Mitigation and
10 Traffic Calming Project are designed to address.

11 As a designer with 30 years of design and
12 planning experience, I especially appreciate what is
13 actually a traffic management system as conceptualized
14 and refined by two international experts hired by the
15 town more than a decade ago and, and now ready for
16 construction. As with any system to achieve it's
17 purpose, in this case congestion mitigation and safety,
18 all of its component parts must be in place and
19 functioning.

20 The funding we are seeking from NVTVA will
21 ensure the entire system is built, built once and built
22 right. This will save million of dollars, minimize the

1 length of disruption, and most importantly, do what
2 it's intended to do. Without the system's roundabouts,
3 the pieces yet to be funded, congestion will continue
4 to cause daily ques extending miles. This condition
5 will worsen significantly with the nearby Route 7 and
6 690 interchange, which is, has been funded by SMART
7 SCALE with an accelerated schedule, which will funnel
8 more traffic into these signalized intersections.

9 On the other hand, with the eastern roundabout
10 in place it is projected that the peak hour level of
11 service will improve dramatically reducing delays in
12 the morning by 86% and in the evening by 54%. On a
13 safety side of the equation, with the east and west
14 roundabouts, traffic entering Hillsboro will be forced
15 to reduce speeds to 25 miles an hour. Without the
16 roundabouts, during nonpeak hours the unimpeded traffic
17 including large trucks will have no physical measure to
18 slow them down until they reach the new pedestrian
19 sidewalks.

20 This entire system is designed to modify
21 driver behavior. The roundabouts on either end will
22 signal to drivers that they are now leaving a rural

1 scenic highway, which is now serving as a commuter
2 corridor, and entering a town where, believe it or not,
3 people actually live, play, and walk about. It is a
4 miracle that no, no child, no resident has been
5 flattened by commuters or truckers up to now. That
6 can't continue the way things are.

7 An incomplete system will fail to achieve the
8 goals of this design and a piecemeal approach to
9 building the system will result in design
10 accommodations and redesigns, multiple procurements of
11 contractors, multiple mobilizations, inconsistency in
12 execution of plans and construction, redundant work,
13 risk of damage to new work, and multiple maintenance
14 and traffic operations.

15 With inflations and costs inextricably rising
16 and a loss of benefits of scale, a piecemeal approach
17 will, will cost the project several million dollars.
18 Thank you.

19 CHAIR NOHE: Next we have Maura Walsh-
20 Copeland, followed by Ben Lenhart, Lenhart.

21 MS. WALSH-COPELAND: Good evening. My name is
22 Maura Walsh-Copeland and I live a half mile south of

1 Hillsboro. As a business and finance consultant, I
2 know it's hard to evaluate projects competing for the
3 same funding. I'm also aware the Code of Virginia
4 requires you to rank projects by congestion reduction
5 relative to cost. Route 9 traffic calming is ranked
6 number 33 by that criterion, but you should know that
7 CRRC and person hour delays were calculated using a
8 length of project only including the town of Hillsboro
9 limits of .4 miles.

10 The actual impacted traffic corridor from the
11 West Virginia line as shown in VDOT's auto/person hours
12 of delay map is 5.7 miles. The project border used for
13 Route 9 traffic understates the actual traffic
14 corridor, thereby skewing the CRRC value for this
15 project.

16 To provide other helpful criteria, I reviewed
17 your summaries and can tell you that ranked by fund
18 request, Route 9 traffic is number 20 out of 60.
19 Removing projects not construction ready, the Route 9
20 fund request moves up to number 12 of 16. Of the only
21 four construction-ready projects slated to begin in
22 2018, Route 9 traffic is the number one least cost

1 project. It's one of the only two project slated for
2 completion by 2020, before 90% of other projects are
3 even slated to begin.

4 This shows Route 9 traffic is number one in
5 project readiness with 100% plans currently being
6 reviewed by Loudoun County and VDOT staff. The problem
7 in Hillsboro it's addressing is one of the region's
8 major hotspots that your staff has identified. Travel
9 time reliability for Route 9 is 2.19, showing travelers
10 must add twice the time to ensure on-time arrival for
11 work, impacting both the quality of life and economic
12 development.

13 But there's one fact that does not appear in
14 any of your summaries, that is, project length of time.
15 I gave a presentation that resulted in the first
16 traffic study in Hillsboro as a precursor to Route 9
17 traffic calming. The date of this presentation was
18 June 4, 2003, almost 15 years ago. From a budgeting,
19 readiness, and time standpoint, it makes best sense to
20 fund this number one least cost, 2018 construction-
21 ready project.

22 I hope you will take to heart these facts and

1 fully fund this project so Hillsboro in the next six
2 months can build it once and build it now. Thank you.

3 CHAIR NOHE: Next we have Ben Lenhart,
4 followed by Chris Charron, Charron, Charron.

5 MR. LENHART: Hi. I'm Ben Lenhart. Thanks
6 for listening. I'm going to take your advice to heart
7 and not follow my prepared remarks and just be very
8 quick.

9 First I want to make two points. School and
10 the town. On the school, I'm the president of the
11 board of the Hillsboro Charter Academy, I've also sent
12 four of my children there to school. The safety issue
13 with the school is paramount. The kids play at recess
14 right out in front of the school practically alongside
15 Route 9. The cars come speeding through there.

16 The speed limit's 25, but most cars go 40, 45,
17 50, 60 miles an hour. We know because of the little
18 camera that tells us the speed. And it is simply not
19 safe for the kids. There's going to be a traffic
20 accident at some point with one of the school kids. So
21 this traffic calming and mitigation project will have
22 direct and immediate impact on the safety of the kids.

1 So that's number one.

2 Number two, the town. Hillsboro's a gem.
3 It's one of the smallest towns in Virginia, one of the
4 most beautiful towns in Virginia. I don't know if
5 you've been there or not, but it's a great town, but we
6 can't walk through the town. This project will allow
7 us to walk. Very few, very few towns have a situation
8 where you literally cannot walk from house to house
9 because it's too dangerous because cars are flying
10 along.

11 It's also, I would say, no other of these 60
12 project involves houses so close to the road. You sit
13 on your front porch in Hillsboro and you can touch the
14 trucks going by. That's how close some of the houses
15 are. So because they're so close -- they're this close
16 because the town is so old. Back in the day when it
17 was a horse and buggy trail, it didn't matter if you
18 were that close.

19 But now the 200 year old town is extremely
20 close to the road, and because of that, the benefits of
21 traffic calming and slowing down the traffic will be
22 all that more beneficial to this town than they would

1 be to most towns where the houses aren't literally
2 right on the road. With that, I yield the rest of my
3 time. Thank you.

4 CHAIR NOHE: We have Chris Charron, followed
5 by Dennis Morrison.

6 MR. CHARRON: Good evening, Chair Nohe, Vice
7 Chair Randall, and members of the NVTa board. It's my
8 pleasure to speak to you tonight in support of the
9 Hillsboro project. I'm one of the owners of 868 Estate
10 Vineyards and Grandale Restaurant, both of which are
11 located on 120 acres west of Hillsboro on Harpers Ferry
12 Road. I've owned two business in Loudoun County over
13 the last 26 years and I'm the past chairman of the
14 Loudoun County Chamber of Commerce.

15 Those of you who do know me know that I'm the
16 guy who usually works quietly in the background. I'm
17 definitely not the guy who ever comes and speaks in
18 front of a board until tonight. I'm here speaking to
19 you because the prompt and complete funding of a single
20 Hillsboro project is critically important to not only
21 my vineyard and restaurant, but also the dozens of
22 other vineyards and other agra-businesses west of

1 Hillsboro.

2 Please indulge me. Let me take us all on an
3 imaginary trip. Please think back to a time in your
4 past, to a time when you were excited to take a road
5 trip to a distant cousin's house. You know, the
6 cousins you really like, not the ones that gave you the
7 wedgies when the parents weren't looking. But the one
8 you really love to be with even though you see them
9 only once a year.

10 So you're in the car really looking forward to
11 getting there. You're chilled out enjoying the trip
12 and suddenly your car is stuck in one of those miles
13 long summer of construction backups on I-95 or the
14 Pennsylvania Turnpike. Suddenly that trip turns into a
15 disaster. Now it's a slog. No longer a fun adventure.
16 In reality, it might have been a total 30 minute delay,
17 but your blood pressure rose, your bladder felt like it
18 was going to burst, and you were completely stressed
19 out because you were no longer in control of the
20 immediate, of your immediate destiny.

21 All of us have had at least one of these
22 trips. Now the thought of the fun visit or visiting

1 those fun cousins is suddenly clouded with the memory
2 and dread of that disastrous trip. You always think
3 twice before suggesting a trip to visit those fun
4 cousins again.

5 Now please let's take a step back to the
6 present time. If one of the ways you relax is to spend
7 your time at a vineyard, the Farm to Fork Restaurant, a
8 B&B, or hiking on the Appalachian Trail, you must sit
9 through the construction delays as you pass through
10 Hillsboro construction each time. The next time you're
11 going to pick a new place to go, not just for a little
12 while, but for years. You're going to forego visits to
13 your cousins until you know for sure that you won't
14 relive that disastrous trip again.

15 If this project is completely over many years,
16 all of us businesses on the other side of Hillsboro
17 will become those cousins you love, but don't want to
18 visit at all because of the endless construction in
19 Hillsboro. Please fund the Hillsboro project so it can
20 be completed as a single project, a project that's
21 fully engineered, and most certainly will give the NVRTA
22 one of the fastest and best returns on investments of

1 all the projects considered tonight.

2 Please help us do the right thing, build it
3 once, build it now, fund it for the sake of the fun
4 cousins in the west. Thank you.

5 CHAIR NOHE: We have Dennis Morrison, followed
6 by Beth Ericson. Mr. Morrison's second person tonight
7 who's a former NVTA member speaking for this project.

8 MR. MORRISON: Yes, and I thank you, thank
9 you. Good evening. My name is Dennis Morrison. It's
10 my pleasure to be here and thank you for this
11 opportunity. Chair Nohe and Vice Chair Randall and the
12 Board, I appreciate this opportunity.

13 I'm a senior vice president with Volkert
14 Engineers and we're the designer of this project. And
15 we were hired by the town last year to finish the
16 design and manage the construction of this project. I
17 was formerly the VDOT district engineer from 2003 to
18 2007. Project conception started 2003. So I was right
19 there when, when they began planning this project.

20 I'm pleased to tell you tonight that we have
21 finished the 100% design of the plan. They're
22 construction ready. They've been under review by

1 Loudoun County and VDOT for final approval and the
2 issuance of a land use permit. We're ready to build
3 the project this year.

4 The project as you all know includes a system
5 of traffic calming features, one on the east and one on
6 the west. And you need those traffic calming
7 techniques to slow down traffic and to help build this
8 project. We're in a very congested area. We're going
9 to build this very fast. We used some engineering
10 techniques to save seven million dollars on this design
11 and the construction of this project.

12 The roundabout's become very critical when you
13 start trying to build construction and then it becomes
14 very important after they are completed. Seventeen
15 thousand average daily traffic on Route 9 forecast to
16 25,000 by the year 2038. You've heard tonight why the
17 project, why to build the project.

18 I'd like to briefly talk about the risk if you
19 don't build the project and you don't -- it's only 1.5
20 miles in length and to come in there and try to
21 piecemeal it and do it twice, you're running up your
22 costs. It's such a negative impact on the residents of

1 this village, such a negative impact on the motorists
2 using Route 9, and they're going to have to seek
3 construction again and again and again.

4 We also put at risk the difficulty of building
5 this project. We blended in the maintenance of traffic
6 and blended in the constructability, how the contractor
7 would go in and build this project. Without having the
8 roundabouts mainly for traffic it becomes very, very
9 difficult. Having enough space for a contractor to get
10 in there and build the project becomes very, very
11 difficult. It's becomes more costly.

12 At the other end of the town you have the
13 western roundabout. You have the eastern roundabout.
14 I lost my place here, but I'll just talk. What we
15 don't want to see also, if you piecemeal this project,
16 it gets smaller and the confidence of the contractor
17 wanting to come in there and bid on this project goes
18 down. You don't have the confident contractor to get
19 in there and can build it quickly and build it right.
20 And meet your deadline by the base year of 2040
21 analysis of results requiring improvements to the
22 current intersection to mitigate the signal capacity

1 and strength.

2 I want thank you very much. This is a very
3 good project. Let's build it one time. With your help
4 we can do that. Thank you very much.

5 CHAIR NOHE: Next we have Beth Ericson,
6 followed by Chris Blosser.

7 MS. ERICSON. Good evening. My name is Beth
8 Ericson and I'm president and CEO of Visit Loudoun.
9 And I'm here to talk this evening about tourism and the
10 impact that this project will have on our visitor
11 economy. Loudoun County ranks third in the
12 Commonwealth of Virginia for tourism revenue only
13 behind Arlington and Fairfax. As a matter of fact,
14 every single jurisdiction that is represented on this
15 table amounts to 40% of overall tourism revenue for the
16 Commonwealth of Virginia.

17 This is a critical industry and in this region
18 this is a really important project. In 2016 Loudoun
19 County welcomed nearly five million visitors who spent
20 1.7 billion dollars, supported 17,225 jobs. Several of
21 them are here tonight, which in turn generated 663
22 million dollars in wages with more than 50 licensed

1 wineries, a dozen of which are within five minutes of
2 Hillsboro. Loudoun County is DC's wine country. Add
3 to this our growing farm brewing industry, 30 B&Bs,
4 parks and trails, as well as outdoor recreation areas,
5 Loudoun County, and in particular Western Loudoun, is
6 the jewel and magnet for tourism. An effective tourism
7 network as your Authority knows is key to moving
8 visitors, commuters, and commercial traffic across the
9 region.

10 The Hillsboro project is addressing the
11 congestion felt every day and every weekend on the
12 right now corridor. With tourism being a key economic
13 driver for the region and the Commonwealth, I will add
14 my voice to the business community to simply and
15 succinctly state it's critical that this project is
16 built all at once, in 24 months, rather than multiple
17 construction projects that will a negative impact on
18 their businesses and customers.

19 By fully funding this project now we will move
20 rapidly towards completion, and in doing so will be
21 wisely investing in the existing transportation network
22 that will continue to add to the region's rural economy

1 and tourism industry, one that brings billions of
2 dollars to Loudoun County, Northern Virginia, and the
3 Commonwealth.

4 And I will just say in closing, I am so proud
5 of Hillsboro and I am so proud of Loudoun County
6 tonight. This has been outstanding. Thank you for
7 your time.

8 CHAIR NOHE: And we have seven more speakers
9 from Hillsboro, and 35 other people who are also
10 waiting. So with that, Mr. Blosser followed by Cheri
11 Shields.

12 MR. BLOSSER: Thank you very much. Good
13 evening, ladies and gentlemen. My name's Chris
14 Blosser. I spent the last 12 years across the street
15 from Chris Charron. Over, I was a (inaudible) 404 acre
16 vineyard across the street. I'm now the, the Director
17 of Corporate and Foundation Relations for the
18 Appalachian Trail Conservancy.

19 I'm actually here to voice my full support for
20 the Hillsboro project. The western part of the region
21 under your jurisdiction is seeking an expansive growth
22 in outdoor recreation, including multimodal trails,

1 parks, and the increased use of the Appalachian Trail,
2 and the new state park on Harpers Ferry road just
3 outside of Hillsboro.

4 Being part of the hospitality and outdoor
5 recreation industry, I see this as positive growth, as
6 both a way to enhance our rural areas, but also a
7 challenge to our existing traffic network. The Route 9
8 corridor as you've heard is a primacy artery to reach
9 these recreation assets, and yet the corridor is
10 plagued with almost paralyzing morning and rush hour
11 traffic, not to mention the increased traffic and
12 congestion on weekends going to events, wineries,
13 brewers, and surrounding up to the Potomac over to
14 Harpers Ferry even.

15 The Hillsboro project if funded now in its
16 entirety will have a direct impact by reducing
17 congestion and travel delays and safety risks. The
18 road project along with all of its underpinnings of
19 water, waste water, utility burial, and conduits for
20 future fiber and data will significantly improve the
21 quality of life for area residents and for Northern
22 Virginia, Northern Virginia to visit the area.

1 This project will offer long term benefits
2 that extend way outside the town's boundary as a, as
3 these two single lane roundabouts will provide safe
4 gateways for visitors entering the area from the east
5 and west by reducing speed limits beyond the project.

6 On a personal note, my son attends the
7 Hillsboro Charter academy. That school is located
8 right within viewing range, within feet of one of those
9 postponed roundabouts. It's critical. I want a safer
10 environment for him and all the other children that
11 attend that school.

12 Please fund the entire project now and let
13 Hillsboro begin construction of the entire project
14 later this year. Thank you.

15 VICE MAYOR RANDALL: Thank you. Chairman Nohe
16 just left and so he left me in charge. I think all the
17 Hillsboro residents should just keep talking. Cheri
18 Shields, followed by Matt Danielson.

19 MS. SHIELDS: My name is Cheri Shields. My
20 husband, Ray, and I in addition to our day jobs in IT,
21 we also own and manage the Hidden View Bed & Breakfast.
22 We have a driveway that's right on Route 9 about a half

1 mile west of Hillsboro, the town of Hillsboro.

2 I can tell you that since we moved there about
3 a year ago, it feels like every single day we hear the
4 sirens, we hear the accidents. We've gone out. We've
5 helped provide beverages and drinks to the officers who
6 are sitting there managing the issues that are at hand.
7 Sorry, I'm getting emotional about this.

8 But it is concerning because as a business we
9 also have our guests that come in and out and we get
10 very concerned for their safety. With the recent open
11 house we actual hired the sheriff's office to come and
12 help control traffic because we want no bad to happen.

13 So please help us build it now. We're ready
14 to build it now. The town of Hillsboro would like to
15 applaud because these people tirelessly without any
16 revenue, without any income, they give themselves. It
17 is a town that volunteers and looks out for each other.
18 So thank you very much.

19 The project that they put in place will help
20 calm down the aggressive drivers that we have that go
21 through this. Even tonight on the way to there, I
22 almost got hit by an 18 wheeler. Maybe that's why I'm

1 emotional. But it feels like every time I pull in and
2 out of that driveway, I'm taking my life at risk. When
3 is that liability going to shift and somebody get hurt
4 and I'm stuck with the liability? Can we do something
5 to help improve the traffic measure in that area?

6 So I beg you, please. Help us build it once.
7 We are ready to build it now.

8 VICE MAYOR RANDALL: Thank you. Matt
9 Danielson, followed by Nicholas Graham.

10 MR. DANIELSON: Thank you for your patience
11 with Hillsboro. I'll make this really short. You've
12 heard about the economic benefits. You've heard about
13 the agritourism. You've heard that this thing is ready
14 to go. You've heard about the kids at the school. Let
15 me tell you having lived there for 20 years to see the
16 traffic counts increase and to recognize some of my
17 neighbors here in the crowd who I can't walk across the
18 street to visit because the road is too dangerous,
19 there's too much traffic, and frankly there's just too
20 much opportunity with this project to miss.

21 You've heard us all and we're just going to
22 continue to knock on your door because this is the

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1 project that needs to be funded. Thank you very much.

2 CHAIR NOHE: Thank you. Nicholas Graham,
3 followed by Thomas Wade.

4 MR. GRAHAM: I'm Nicholas Graham, a corporate
5 communications consultation with my own small business
6 living just outside the town of Hillsboro and how I
7 wish I lived in the town of Hillsboro. My youngest of
8 four boys, seven-year-old Wyatt, attends the award-
9 winning Hillsboro Charter Academy.

10 I strongly support the critical Congestion
11 Mitigation and Safety Road Project that Hillsboro is
12 proposing for NVTA funding.

13 To me there are several
14 compelling and winning points about the Hillsboro
15 project compared to the other 60 you've heard here.

16 First, no other project on your option list is
17 as ready as Hillsboro, none. Of all these projects, it
18 is Hillsboro that can be started soonest and completed
19 first. Hillsboro has leveraged multiple sources to
20 already secure nearly 50% of the funding. Hillsboro
21 has also worked with their engineers to examine every
22 way possible to lower costs with the result of greatly
23 reducing the original VDOT estimate job by seven

1 million dollars.

2 Add to this that the mayor and vice mayor are
3 managing the project at no cost to the town or any
4 taxpayers. The amazing leadership and vision and
5 incredible foresight of Mayor Roger Vance and Vice
6 Mayor Amy Marasco have brought several infrastructure
7 projects together as one wholistic project,
8 significantly reducing all costs, construction
9 duration, and the waste and excess that can exist with
10 multiple projects unconnected.

11 Built as one project now, millions in funding
12 will not be frittered away in redundant costs
13 associated with design, multiple procurements, and
14 contractor mobilizations, and maintenance repairs to
15 infrastructure.

16 If not fully funded this year in addition to
17 squandering economies of scale and seeing project costs
18 rise by millions, area businesses will be burdened with
19 many years of even more traffic disruption. That means
20 lost revenue, fewer customers, and in the case of some
21 of our newer businesses, could prove financially
22 devastating.

1 And if the readiness and cost effectiveness
2 aren't enough, let's look at the many safety virtues.
3 This project provides traffic calming features,
4 narrowing of travel lanes, sidewalks, safe on-street
5 parking, multimodal trails, and two roundabouts that
6 both slow and efficiently move motorists in the
7 corridor. The roundabout will also allow the town to
8 remove the two signalized lights and reduce the
9 terrible chip points that are creating long delays that
10 frustrate motorists and lead to deadly accidents.

11 In fact, nearly 10% of last year's fatalities,
12 traffic fatalities in Loudoun occurred in this very
13 corridor just east and west of Hillsboro. And there
14 are children to consider like my son, not only those
15 who attend Hillsboro Charter like Wyatt, but thousands
16 of children who ride 35 buses every single day that
17 must use Route 9 to get to area schools.

18 Hillsboro has worked so hard for a decade to
19 create one of the most compelling and effective
20 projects in Northern Virginia and its time for NVTa to
21 act and fund this most deserving project. This is a
22 quick, easy, and utterly logical win for you and for

1 us, and I hope you give Hillsboro the future it
2 deserves.

3 And thank you for listening to yet another
4 Hillsboro resident. I feel like Elizabeth Taylor's
5 seventh husband, seventh husband. So thank you. I'm
6 just trying to make it new and interesting. So thank
7 you.

8 CHAIR NOHE: Next we have Thomas Wade,
9 followed by Rebecca Fuller.

10 MR. WADE: Well, good evening. My name is Tom
11 Wade and my wife, Leanne, and I own a small
12 transportation business just outside the town of
13 Hillsboro. In fact, we were delighted to bring many of
14 the speakers from Hillsboro here this evening, both
15 safety and comfortably.

16 So I have a few prepared remarks, but I have
17 not committed to memory, but please don't misinterpret
18 that to mean that I'm somehow not passionate about this
19 project and what I'm about to share with you.

20 So Leanna and I spent every day on the Route 9
21 corridor transporting tourists, wedding guests, and
22 dignitaries. And I have to tell you I have seen every

1 type of traffic mishap and near misses possible. The
2 roads are narrow. The corridor is tight. Motorists
3 drive way too fast and pass where they should not, and
4 pedestrians take, literally take their lives into their
5 own hands.

6 However, the Hillsboro congestion mitigation
7 and traffic calming project we've been waiting for for
8 years will greatly improve the current situation. If
9 this project is fully funded and built in its entirety
10 as one project, then we in the coach service industry
11 will happily work around the construction constraints
12 that are inevitable.

13 If, however, the NVTVA does not fully fund and
14 this construction project is forced to be built in
15 segments over many years, then the tourism-dependent
16 businesses arrayed around Hillsboro, one of our major
17 customer bases, will experience a dramatic downfall in
18 business.

19 It appears to me that this project squarely
20 meets your stated vision and principles to reduce
21 congestion, provide safe transportation, leverage
22 existing networks, and enhance the lives that live in

1 Northern Virginia. The Hillsboro project surely does
2 all of this. Route 9 today is overburdened, is an
3 overburdened corridor feeding tens of thousands of
4 commuters and tourists in Northern Virginia with the
5 town of Hillsboro being a major congestion hotspot as
6 defined by the NVT A.

7 Add all of this congestion to the impending
8 impact of the county and state SMART SCALE interchange
9 at Route 7 and 690, and the traffic problems during the
10 morning and evening commutes on Route 9 get even worse.
11 The project's eastern roundabout needs to be built now
12 so the overflow of increased capacity of the SMART
13 SCALE project can be efficiently addressed. I drive
14 this corridor every day and it needs your support to
15 build it now.

16 Thank you for your attention and for your
17 consideration.

18 CHAIR NOHE: Next we're going to have Rebecca
19 Fuller, followed by Ronda Powell.

20 MS. FULLER: Good evening. My name is Rebecca
21 Fuller. I'm the founding president of the Hillsboro
22 Charter Academy, the public elementary school in the

1 town of Hillsboro that welcomes children from
2 throughout Loudoun County. I'm also a proud parent of
3 three scholars that will attend the school and an
4 oncology nurse practitioner and live just outside of
5 town.

6 I come here today to share my comments in
7 support for the most deserving project, the Hillsboro
8 Congestion Mitigation and Pedestrian Safety Project.
9 Many have spoken before me about the attributes of this
10 project and all the compelling facts of why the NVT
11 should fully fund it. I want to talk about the long
12 term benefits and the vision of the future that your
13 actions can create.

14 Imagine one of the most historic towns in the
15 Commonwealth and in your jurisdiction with the 19th and
16 18th century landmark historic dwellings and businesses
17 nestled on a safe road system with modern roundabouts,
18 sidewalks, and safe multimodal trails will connect
19 tourists, residents, and customers, parishioners, and
20 school children who currently cannot safely walk their
21 own town.

22 Walkable towns are the future for a healthier

1 American society. Your investment could make this a
2 reality in Hillsboro. Imagine a town that through the
3 investment in this road project buries the overhead
4 utilities and provides modern drinking water and sewer
5 infrastructure to improve the quality of life for all
6 residents and visitors. Imagine too a town that
7 welcomes it's 17,000 plus commuters with roundabouts
8 that efficiently and safely move the motorists along
9 their way instead of making them queue in a signalized
10 light.

11 Imagine too the improvements to this western
12 Canada project will have across Loudoun and to the
13 neighboring counties by dramatically reducing the
14 delays from workers heading to major employment centers
15 to the east. Commuters choose to live to the west and
16 live in the Western Loudoun County as housing is more
17 affordable and land less expensive and taxes lower.
18 But it is these commuters that use Route 9 daily to get
19 to Leesburg, and Ashburn, and Arlington, and Fairfax,
20 and beyond.

21 The benefits of your investment now will be
22 felt for generations to come. Please fully fund the

1 Hillsboro project and be part of what we all imagine to
2 be a solution and a recipe for an improved quality of
3 life for residents of the region and those that
4 traverse Route 9 every day. Thank you.

5 CHAIR NOHE: Next we'll have Ronda Powell,
6 followed by David Birtwistle.

7 MS. POWELL: So I have good news for you. I'm
8 number 21. But I have bad news. If you don't approve,
9 if you don't approve the project, I'll bring 120 people
10 back next time. But anyway, thank you all so much for
11 your attention.

12 I want to let you know that I am a lifelong
13 resident of Western Loudoun. I was born and raised in
14 Luxiville (ph), only leaving briefly for college and
15 then returning with my husband where we built a home
16 just outside the Hillsboro town limits.

17 During that time we raised our three children,
18 two of which attended Hillsboro Elementary. Over the
19 years I watched them try to navigate the streets of
20 Hillsboro to trick or treat or visit their friends. I
21 watched the traffic on Route 9 grow from a steady
22 stream to a crippling nightmare. I've watched Route

1 690, Hillsboro Road, become increasingly populated with
2 high volume of cars, making it ever so difficult to
3 enter Route 9 during high peak times.

4 I've worked my entire life in the county under
5 leadership of various types doing jobs from running the
6 community centers to managing national programs. In
7 2013 we decided to start a farm-based brewery on our
8 property called Old 690 Brewing Company. Many of our
9 customers come from areas outside of Loudoun, such as
10 Maryland, West Virginia, and Pennsylvania. And the
11 route of travel is Route 9.

12 They come through our historic community and
13 marvel at the homes, but they also complain about the
14 road conditions. They note other roadways around our
15 county that seem to be safer and better equipped to
16 handle the volume.

17 Later this summer we'll be opening another
18 brewery in Western Loudoun called Harpers Ferry Brewing
19 and it's located at the intersection of 340 and Harpers
20 Ferry Road. We expect a large number of our visitors
21 will come from the east to see our views and enjoy our
22 beer.

1 We need those travelers to feel safe when
2 traveling the Route 9 corridor. They don't need to sit
3 at long traffic lights or worry about the congestion
4 through the town of Hillsboro or the potential unsafe
5 conditions.

6 I love this town, the community, and the
7 county I call home. We need these roads to make our
8 town safe and I'm happy to be here tonight speaking to
9 you because I believe the Hillsboro project that sits
10 before you is the answer. The town, an all volunteer
11 management team, has rolled up their sleeves for
12 Loudoun County and the region and BTA serves, offering
13 their expertise and time for over a decade to improve
14 Route 9 for all of us.

15 This team has trimmed the budget and saved all
16 of us taxpayers millions of dollars and I so appreciate
17 when government takes the actions to be good stewards
18 to public trust. I am proud of my community and its
19 leadership. No other project you will hear about
20 tonight has more citizen and business support. No
21 other project is more ready than Hillsboro.

22 Build this project now. Project rather than

1 waiting and having its impact -- sorry, I'm running out
2 of time. Having, build this project once and make it
3 happen one time so it doesn't effect all of our
4 businesses in a negative way and keep the tourism
5 flowing through our little, tiny, fun community. Thank
6 you, thank you all for your time tonight. That's
7 Hillsboro.

8 CHAIR NOHE: Mayor Vance, Mayor Vance?

9 MAYOR VANCE: Yes.

10 CHAIR NOHE: I want a tour.

11 MAYOR VANCE: Better yet, better yet consider
12 everyone in this room invited to the ceremonial ground
13 breaking. Anybody will come out anytime. I'm there.
14 I'm ready. Okay.

15 CHAIR NOHE: Thank you. Thank everyone. Mr.
16 Birtwistle is going to be followed by Audrey Clement.

17 MR. BIRTWISTLE: Thank you. Good evening.
18 I'm David Birtwistle with the Northern Virginia
19 Transportation Alliance. The Alliance welcomes the
20 opportunity to comment on the Authority's FY2018-2023
21 six year plan.

22 First and foremost, the Alliance observes that

1 absent further action to the recently enacted general
2 assembly legislation diverting 100 million in regional
3 funds to Metro, all future Authority six years plans,
4 as well as the TransAction 2040 plan, will fall far
5 short of expectations built during the extensive
6 process conducted by the Authority.

7 To be clear, it is well recognized that most
8 Northern Virginia legislators voted to minimize the use
9 of regional funds for Metro. Unfortunately, absent
10 future revision, the votes of just a few legislators
11 will mean that tens of thousands of Northern
12 Virginians, particularly residents of Loudoun, Prince
13 William, and outer Fairfax County who already endure
14 the nation's longest commutes, will spend even more
15 time away from their families.

16 It's hard to conceive of any greater tax
17 increase on citizens than the tax of precious lost
18 time. The notion that diverting 100 million dollars of
19 area project funds to Metro annually will still leave
20 plenty of funds to address other regional
21 transportation needs is ludicrous. Even if no regional
22 funds were transferred to Metro, the Authority's

1 TransAction 2040 plan identified more than 43 billion
2 in unfunded regional transportation needs. Cutting the
3 funds to address this very large need serves only to
4 worsen the region's efforts to solve the problem.

5 Fewer regional funds means that the Authority
6 must be more selective, and therefore, must assign an
7 even greater weight to congestion reduction and travel
8 time saving factors. Important as bike trails,
9 sidewalks, and similar needs are to individual
10 communities, continuing to advance these projects as
11 candidates for regional funding simply reenforces the
12 claims of opponents to any new funding that even more
13 than enough already exists.

14 Even if some regional funds are restored, too
15 many projects submitted by local government simply move
16 too few people. While the Alliance realizes that the
17 Authority members are unlikely to agree, given the
18 reduction in regional funds future six year plans would
19 be more impactful if the 30% local share of funds were
20 placed in the regional pot as in the case in Hampton
21 Roads.

22 Now with regard to specific projects under

1 consideration, the Alliance recommends the following:
2 Route 28 widening. That would be projects 4, 5, 11,
3 and 27. Fairfax County parkway widening, number 12.
4 North Star Boulevard, number 16. Route 15 bike paths
5 widening, number 7. Route 1 widening, Mount Vernon
6 Highway, number 24. Interchanges of Route 234 at
7 Sudley Manor Drive and Brentsville Road project, 54 and
8 36. And the VRE Occoquan third track improvements
9 project, number 59.

10 Finally, while the Alliance is very supportive
11 of BRT in the Route 1 corridor, we believe that the 250
12 million dollar request is not doable at this time.

13 Thank you.

14 CHAIR NOHE: Thank you. Next we have Audrey
15 Clement, followed by Barb Lawrence.

16 MS. CLEMENT: Welcome members of NVTa. I'm
17 Audrey Clement. Although I'm a member of the Arlington
18 Transportation Commission, I am speaking on, only on my
19 own behalf. NVTa ranked 60 projects as preliminary to
20 awarding 1.2 billion dollars under the SYP, including
21 the following five Arlington projects, one
22 transportation demand project, two Metro rail station

1 improving projects, one at Ballston, and the other at
2 Crystal City, two bus system improvement project, one
3 to extend the Crystal City Transitway, and the other to
4 construct improved ART bus facilities.

5 Of those five projects, the only one with a
6 high CRC rank was the TDM project. All the others
7 scored low, extremely low. In fact, our bus facility
8 improvements ranked 56 and improvements to the Crystal
9 City Metro rail station that, that, which is a link to
10 VRE, ranked 58 out of 60. Yet a WTOP story last fall
11 reported that ART and VRE outperformed all other
12 transit modes in 2017.

13 According the NVTA planner, Keith Jasper (ph),
14 who recently addressed the Arlington Transportation
15 Commission, the reason Arlington projects ranked so low
16 is because the formula employed scores projects
17 according to person hour delay reduction relative to
18 cost. If an Arlington commuter chose to switch from
19 carpooling on I-66 at no cost to boarding an Ballston
20 Metro West entrance, the new project, his/her
21 transportation cost would go up by the amount of the
22 fare. His/her travel time to work would also probably

1 increase.

2 The new west entrance the the Ballston Metro
3 ranks low because it would deliver more passengers with
4 a delay time of arrival at greater cost. But
5 something's wrong with the formula.

6 First, the no cost scenario on I-66 conceals a
7 hidden subsidy paid by SOV riders to carpoolers, as
8 well as the parking subsidy paid by many employers.
9 Also the delay experienced by Metro riders transiting
10 to and from the Metro station or transferring to
11 another line must be balanced against the benefit of
12 foregoing the hassle of a drive to work.

13 The formula employed by NVTa does not
14 incorporate the hidden costs of driving to work. In so
15 doing, it has biased the rankings of the SYP projects
16 now before it to the disadvantage of transit-oriented
17 projects and to the detriment of the vast majority of
18 DC Metro area commuters.

19 And one final remark, and that is packing a
20 hearing is an abuse of process. Thank you.

21 CHAIR NOHE: Thank you. Next we have Barb
22 Lawrence, followed by Gerod Blue.

1 MS. LAWRENCE: Good evening and thank you. My
2 name is Barb Lawrence. I'm a town of Leesburg
3 resident, but I'm here tonight on behalf of Council
4 Member Ron Campbell who could not be here today as he's
5 at a Leesburg Planning Commission meeting. He has
6 asked for me to read his short statement into the
7 record.

8 Dear Chair, Vice Chair Woman, and Authority
9 members. Our project is a Route 7 Battlefield Parkway
10 interchange and our additional funding request for 23
11 million dollars. We have already been approved for 58
12 million and final design work is in progress. The
13 point of this public hearing is to assist you in your
14 final project funding decisions at your meeting in June
15 and I do recognize that financial resources are
16 limited, which makes these decisions more difficult.

17 Our interchange project in Leesburg is unique
18 among all your project in these critical ways. This
19 project is 75% funded and it would be unreasonable to
20 stop now. This project in its last leg -- the project
21 is the last leg in interchange projects of Route 7 and
22 failure to complete this last phase will cause critical

1 transportation issues for Leesburg and all of Western
2 Loudoun for the next four plus years. As it is, this
3 impact of the last two traffic signals on Route 7 and
4 Leesburg will not be mitigated until 2022 at the
5 earliest.

6 We have experienced new traffic congestion
7 with the opening last month of Route 7 and Belmont
8 Ridge Road interchange and it is already causing
9 intolerable delays that has also caused for planned and
10 unplanned detours through our local residential
11 communities and impacting the safety of school children
12 who walk from nearby communities.

13 This project has already met all funding
14 criteria and I believe that it should be escalated to
15 even a higher scoring priority as it's ability to
16 reduce traffic congestion relative to the cost of the
17 project has increased because of the completion of the
18 other interchange projects along Route 7 that will not
19 provide the full anticipated congestion relief until
20 this interchange is completed.

21 If the funding decisions are to be based on
22 the best use of limited financial resources to support

1 NVTA projects, the interchange project at Route 7 and
2 Battlefield Parkway is the most justified based on your
3 current criteria and is most sensible. Thank you and
4 the citizens of Leesburg and Loudoun County. I hope
5 you approve final funding. Thank you.

6 CHAIR NOHE: Next we have Gerod Blue, followed
7 by Greg Tkac.

8 MR. BLUE: Good evening. My name is Gerod
9 Blue and I'm the Governor Relations Director for the
10 American Heart Association to give some interesting
11 comments.

12 The six year program provides the Authority
13 with an opportunity to invest in community
14 infrastructure far beyond automobile-based
15 transportation. It also provides the Authority with
16 the opportunity to promote outdoor physical activity by
17 funding projects that emphasize bike and walk
18 infrastructure.

19 Commuter (inaudible) is an important factor in
20 our ability to get active and achieve a healthy weight
21 while reducing our risk for heart disease and other
22 illnesses. In order to save time, I have submitted my

1 testimony that provides specific TransAction projects
2 that the AHA would like to promote. By fully funding
3 these TransAction projects, it would assist in
4 promoting healthier lifestyle while supporting a more
5 equitable Northern Virginia that can be easily accessed
6 and enjoyed by all residents no matter what their
7 geography is or their financial circumstances.

8 A 2017 analysis by the Northern Virginia
9 Health Foundation found that more than 20% of residents
10 in 17 census tracks lacked motor vehicle access.
11 Within those areas, 14 of those had high poverty rates.
12 By funding TransAction projects that include bike and
13 walk infracture, you'll be able to connect these low
14 and moderate income areas with places they need to go
15 within the region and that can be transit services,
16 workplaces, education, and healthcare.

17 Improving the health of everyone in Northern
18 Virginia requires a comprehensive approach, and beyond
19 creating safe, accessible bicycling and walking
20 infrastructure for all, the six year program could take
21 a critical step in moving the needle on supplying a
22 healthier region and decreasing health disparities.

1 I'm not sure if you know, but over 61% of
2 Northern Virginia residents, adults, that's more than
3 one million adults, do not have a healthy weight and
4 more than 25% of youth in Northern Virginia do not have
5 a healthy weight. And over 250,000 Northern Virginia
6 youth do not engage in physical activity. These
7 statistics reenforce the American Health Association's
8 emphasis on addressing socioeconomic factors and
9 community design as an essential aspect of building
10 healthier lives.

11 The six year program is more than a long range
12 regional transportation plan. It's an opportunity to
13 promote healthier lifestyles and promote a more
14 equitable region that can be accessed by all residents
15 and enjoyed. The AHA encourages you to approve and
16 fully fund the TransAction project in my testimony so
17 that all residents in the region can safely bike/walk
18 for both transportation and for heart health. Thank
19 you.

20 CHAIR NOHE: Next we have Gregory Tkac,
21 followed by Andrew Wright.

22 MR. TKAC: I'll try to be real short. Thank

1 you very much for hearing us. I'm Greg Tkac. I
2 represent the town of Dumfries. We didn't bring in 35
3 or 40 people today. Many people wanted to come to
4 speak on behalf of the project within the town of
5 Dumfries. We have over 90 letters of support.

6 I would not expect anyone here to read them
7 all, but this project is an extremely important project
8 for the town of Dumfries. Unlike many other
9 jurisdictions in Northern Virginia, the town of
10 Dumfries is the oldest town in Virginia and it
11 struggles with a sense of identity. For multiple
12 reasons we served as the county seat at one time.
13 We're trying desperately to become a place again, a
14 destination place.

15 Route 1 widening through the town of Dumfries
16 has got everything to do with reduction of congestion
17 and the quality of life of the residents. It was, it
18 was mentioned earlier there is one way out and one way
19 in to the town. When there is - and there always is -
20 issues that happen on 95, and it's unfortunate, but
21 there's no other diversion other than using the town of
22 Dumfries. So often it's literally - I'm not going to

1 say its impossible - but you got to wait. You got to
2 be patient to get out and it really affects the quality
3 of life.

4 This project we've, we're ready to go to
5 public hearing in the fall. We've just gone through
6 evaluating engineering. We're looking forward to look
7 at cost saving measures just to get it to qualify.
8 We're doing a good job and, you know, soliciting
9 council support. It's been our number one priority
10 since 2007. It's had its UPC since 2007.

11 The town of Dumfries has got a little over
12 half of the income for a family of four in the Northern
13 Virginia area. Folks do not have voices. They don't
14 have the traditional patterns of commuting back and
15 forth to DC using 95. So much of it is nontraditional.
16 So many are impoverished and we have a huge percentage
17 of Section 8 housing, as much as 45% on the eastern
18 side.

19 So we don't have a lot of people saying, hey,
20 we got a business here, we want to grow it, we want to
21 create business in the town of Dumfries. And this
22 project would really improve the quality of life and

1 improve the overall quality of life for anybody driving
2 the 95 corridor.

3 So we really hope that you could fund, fully
4 fund the project. If in fact you can't, getting enough
5 money to get us to the next stage right away, get us
6 through right away, it could be done in three years.
7 Then we'll be pushing for construction.

8 So we really think we can get it done by 2023.
9 Construction, we've got right-of-way starting in spring
10 of next year, a two year process, followed by a year
11 process of utility mitigation. Then we move on to
12 construction.

13 That was quick, quick. Thank you very much.
14 And 28, within Prince William County. Do it.

15 CHAIR NOHE: Thank you.

16 MR. TKAC: We need it.

17 CHAIR NOHE: We have Andrew Wright, will be
18 followed by Karen Campblin.

19 MR. WRIGHT: Hello. My name's Andrew Wright.
20 I'm from Leesburg, Virginia. I live right outside of
21 Leesburg north off Tutt Lane. And I'm here to support
22 the efforts in order to widen 15 north. I am here for

1 a specific request, and as far as safety is concerned,
2 and Tutt Lane.

3 Off Tutt Lane there's a, there's an equestrian
4 facility called Northern Park where there are a lot of
5 trailers that go in and out of there. And an
6 equestrian life is a, is a, is a pretty important
7 component to life in Western Loudoun besides the
8 libraries, etc. And so as things get more popular with
9 the equestrian community and there are more horse,
10 horse, the equestrian effort grows, Morven Park becomes
11 busier and busier.

12 Okay. This is my point. It's, it looks like
13 Route 15's going to be two lanes going each way. I
14 would suggest, and I don't know if you, if you could
15 influence the designers of the, this part of the, the
16 road or not, but to make the turning lanes a little bit
17 longer than they usually would be because of the
18 trailer lengths. And that will provide -- so the
19 trailers don't back up into the, the moving lanes.

20 That would be one thing that I would think
21 that'd be a good idea for safety, as well as, as then
22 you, when you exit Tutt Lane and you're going to 15

1 south, you know, make the ramp to get on a little bit
2 longer, and also coming from the other direction. Just
3 make all the accesses and egresses a little bit longer
4 for the trailers.

5 And also because there's a lot of sports games
6 at Morven Park and the, and when there's a sports game,
7 there's a lot of traffic all at once. And so, you
8 know, just seemed to me to make more sense and it would
9 be safer if those lanes, those turn-in lanes were a
10 little bit longer.

11 So, and that said, I have an equestrian
12 property right next to Morvan Park. I have about 400
13 acres right there and, and I, I plan to get more
14 involved in the equestrian component as well. So, and
15 partner with Morven Park as far as like building more
16 trails and furthering this equestrian effort that we
17 have in Loudoun County.

18 So that's why I'm here and it's a, it's an
19 interest of safety. And if you have any influence as
20 far as the design is concerned, that'd be great. So
21 thank you very much for your help. I love what you all
22 are doing. It's great.

1 CHAIR NOHE: Next we have Karen Campblin, will
2 be followed by Allen Muchnick.

3 MS. CAMPBLIN: Good evening. My name is Karen
4 Campblin and I'm here with the Sierra Club Virginia.
5 And considering the exuberant cost to design, build,
6 and maintain anything, particularly roadways, it only
7 makes sense that we develop ways to maximize benefits.

8 Optimizing our existing transportation system
9 cannot be accomplished by focusing primarily on
10 building more car-oriented projects. The cost prudent
11 and cost effective way to optimize your existing
12 transportation system is to develop and implement a
13 robust and comprehensive system filled with an array of
14 diverse routes of transportation options.

15 Our approach does not say no to roads, but
16 instead extracts the most essential road improvement
17 project, as well as key alternative transportation
18 options from the TransAction plan to increase mobility
19 and to reduce congestion safely. Providing more
20 options, providing more options supports other things
21 such as transportation demand management programs, more
22 affordability, cleaner environment, and healthier

1 lifestyles.

2 The cost of car ownership is expensive, not
3 only to the environment, but also to our pocketbooks.
4 Land costs and availability are forcing residents to
5 move further out, lengthening commute times, increase
6 in reliance on fossil fuels, an increase in idle times.
7 As a region we must prioritize equal access,
8 affordability in the environment, and use transit
9 street connections and technology to capacity.

10 There are few projects listed in the six year
11 plan that does not address these criteria while there's
12 some that with minor tweaking could serve our region
13 strategically. And then there are those that should be
14 given priority as is.

15 We urge you to move forward with smart
16 strategic planning and create a six year program that
17 truly benefits everyone, such as protecting our rural
18 communities, working farms, and natural resources by
19 using innovative improvements such as roundabouts and
20 traffic calming to reduce land required to complete a
21 project, as well as maintain the rural characters along
22 routes like 15, as well as Route 9.

1 We're supporting bus rapid transit projects
2 that are essential links that not only provide
3 regional, increases regional traveling, but also
4 supports that last mile commute. It is imperative to
5 support BRT projects, as well as those projects that
6 are going to support it, such as widening Richmond
7 Highway to provide for dedicated bus lines, or
8 improving pedestrian and bicycle mobility at stations
9 along Metros, VRE, and BRT lines and within activity
10 centers such as Merrifield Field and along Route 50,
11 and increase travel routes and transportation capacity
12 by developing a more connected transportation system.

13 This will give travelers more options to use
14 instead of already heavily traveled roads. I urge you
15 to make funding and prioritization decisions. As you
16 make these decisions to consider does this project
17 allow for maximum use? Does it provide affordable
18 options? And does it consider all users, including all
19 walkers, bikers, pedestrians, the young, the old, the
20 rich, and the poor?

21 Thank you for your time.

22 CHAIR NOHE: Next we have Muchnick, who will

1 be followed by Robert Whitfield (ph).

2 MR. MUCHNICK: Good evening, Chairman Nohe,
3 members of the Authority. I'm Allen Muchnick. I'm a
4 resident of the city of Manassas and I'm a board member
5 of Active Prince William which advocates for greater
6 opportunities for walking, bicycling, and public
7 transportation in Prince William and greater Manassas
8 to improve livability, public health, and our natural
9 environment.

10 Thank you for the public comment opportunity
11 and we appreciate the efforts to objectively evaluate
12 the project submissions to ensure their taxpayer funds
13 are effectively spent. Congestion reduction relative
14 to cost sounds like a great metric, but the congestion
15 reduction number should be proportional to the share of
16 funding that's actually requested, or alternatively the
17 total cost of the project should be in that equation.

18 We also appreciate that many of these project
19 submissions include robust multimodal improvements
20 since projects that increase the capacity for single
21 occupant vehicles generally fail to produce long term
22 reductions in traffic congestion due to induced auto

1 travel and induced rural development, as well as
2 bringing in more people from outside the region to
3 drive through Northern Virginia.

4 To better evaluate the project submissions,
5 the evaluation criteria should place greater emphasis
6 on projects that strengthen our regional activity
7 centers. Mixed-used, higher density, transit-oriented
8 development is the most effective way to reduce the,
9 the number and length of vehicle trips and thus
10 sustainably reduce traffic congestion.

11 A glaring omission among the project
12 submissions is the absence of projects to expand
13 express business service in our regions, large and
14 growing network of express, high occupancy, and toll
15 lanes, especial along I-66 where four-and-a-half years
16 of congestion related traffic, construction related
17 traffic congestion has just begun.

18 While NVT sees I-66 Commuter Choice Program is
19 funding some modest express bus expansions, express bus
20 service along I-66 would, will remain poor, especially
21 midday and the latter half of the evening commute
22 period where there is essentially no service.

1 Another omission among the project submissions
2 is the absence of projects to fill the significant gaps
3 in our regional trail network. In Prince William
4 County there are significant gaps in the Prince William
5 Parkway and Route 234 trails, especially the crossings
6 of I-95. And the I-66 outside the Beltway project
7 unfortunately is failing to provide an I-66 trail
8 connection across Bull Run to the eastern and at the
9 eastern end of Prince William County, or to accommodate
10 much needed pedestrian/bicycle access under I-66 at
11 Sudley Road where it would connect Northern Virginia
12 Community College.

13 Thank you for considering my comments.

14 CHAIR NOHE: Next we have Robert Whitfield,
15 followed by Kelsey Crane. Mr. Whitfield, are you here?
16 He left. How about Kelsey Crane? (Inaudible)
17 president. My favorite person here tonight.

18 MS. CRANE: It gets weirder. The evening
19 gets weirder. My dad has a company and Kelsey Grammer
20 was on the float one year in a parade. It's all, yeah.
21 Thank you all for taking some time to hear from
22 community members today. My name is Kelsey Crane. I'm

1 with the Sierra Club Virginia chapter. We represent
2 over 21,000 members and 80,000 supporters across the
3 state. We see a lot of opportunity in the kind of
4 projects for the six years program to improve daily
5 life for people in the region, prepare for future
6 growth, and display leadership and innovation and local
7 planning for the region.

8 I live in Manassas. My office is in Reston.
9 My day job involves traveling around and working with
10 our members and going to meetings for different groups,
11 Arlington to Loudoun, and to Prince William. So I've
12 experienced traffic in every section of the region just
13 to get through my daily job.

14 Obviously as a person who works for the Sierra
15 Club, reducing my carbon footprint in how I live my
16 life and the impact on the environment is something
17 that's really important to me and I look at how I'm
18 getting around every day. And I really don't have an
19 option given every, everywhere I need to be throughout
20 the day to take any other option other than to get into
21 my car and drive from place to place.

22 I think a lot of people experience that's same

1 issue. Even if I were trying to go from my home to my
2 office 9 to 5 and back every day, it would be a
3 challenge trying to use public transportation. But it
4 also goes hand-in-hand with the solutions that reduce
5 congestion on the roads. Also significantly reduce
6 carbon pollution, getting people out of cars into
7 buses, trains, walking, or biking makes significant
8 progress towards both goals.

9 By funding these kinds of project, we'll also
10 achieve a host of other benefits like stronger
11 connections with community, economic development
12 opportunities, new access to schools and jobs, reducing
13 household travel costs, cleaner air, and healthier
14 residents. Even the bike share project in Fairfax
15 County and the three other bike projects only account
16 for less than 1% of the available funding and support a
17 critical mode of mobility across the region. We
18 definitely want to see those projects funded.

19 Transportation's becoming the number one
20 contributor to greenhouse gas pollution and Virginia
21 has historically followed federal standards on fuel
22 economy, but we're seeing those weakened and rolled

1 back every day. Our EPA is working in partnership with
2 the Department of Transportation to actually makes cars
3 dirtier. They're going to roll back standards that
4 would have avoided 22.2 billion additional tons of
5 carbon pollution in the atmosphere and in absence of
6 significant progress to make cars cleaner, the next
7 best solution is livable solutions that reduce vehicle
8 mile travel.

9 It's more important now than ever to
10 prioritize those projects that have little
11 environmental impact and reduce, significantly reduce
12 congestion. Leaders and transportation experts of the
13 Northern Virginia Transportation Authority can move
14 forward with smart, strategic planning to create a six
15 year program of projects that actually provide all
16 these benefits for people, invest in public
17 transportation, create stronger more attractive
18 communities with cleaner air, vibrant economic centers.

19 Passenger travel by rail avoids 270 million of
20 personal miles driven in Virginia. Route service
21 drives 6% of our total economy and actually creates
22 over 6,000 jobs. We don't object to all buried

1 project. We do see benefits in creating strategic road
2 connections, intersection improvements, and providing
3 needed right-of-way for transit, and creating
4 multimodal corridors.

5 I also have specific projects that we do
6 support and ones that we have concerns about that we'll
7 submit as written comments. I thank you all so much
8 for your time tonight.

9 CHAIR NOHE: Thank you. Okay. Next we have
10 Douglas Stewart, who will be followed by Stewart
11 Schwartz.

12 MR. STEWART: Good evening, Chairman Nohe,
13 members of the Authority. My name is Douglas Stewart.
14 I live in Fairfax city and first I want to compliment
15 you for creating a very transparent process of
16 evaluating projects, scoring them, sharing your
17 evaluations with the public.

18 Since, since the 2313 was enacted, I've seen
19 just a lot of changes as somebody who's interested in
20 transportation just in terms of how the process goes
21 and, and the amount of information that the public can
22 see. I also as a Fairfax city resident, I've, I've

1 looked many times at Wendy Stafford's famous
2 infographic about the two year transportation planning
3 process that Fairfax city now uses and it is very
4 enlightening just in showing us how transportation
5 projects are funded, when they're funded, and how
6 citizens can participate.

7 I remember going through six year plan
8 processes for, for VDOT that, where the information
9 was, was so opaque that it was very difficult to know
10 what was being funded, when it was going to be funded,
11 and how I could weigh in. So I really appreciate what
12 you've done in giving us an opportunity to provide more
13 informed and hopefully informative input.

14 I, as a resident of Fairfax city for 14 years,
15 I've been part of a community that's gone through
16 tremendous changes. And I mean not just in the city,
17 but in the county. I've seen transit oriented
18 development emerge in places like Vienna Metro Station,
19 Dunn Loring, Tysons Corner now.

20 Fairfax County now has a goal of, and is, is
21 doing, focusing a vast majority of new residents and
22 jobs in activity centers near transit. That's a huge

1 change and it's a necessary change in a county with 1.2
2 million people. If everybody there is going to drive,
3 our traffic problems are never going to go away. And
4 really traffic is, it's, it's not a function of having
5 more money; it's a function of how we plan land use.

6 And although NVTVA is not responsible for land
7 use, many of you are. So how you coordinate your land
8 use decisions with the decisions you're, you're making
9 over the next month behind this dais is extremely
10 important.

11 I would just say most important project I
12 think that has gotten done for us is, is a small
13 connector underneath 123 that enables my wife now to
14 bike to work. Local connection with the regional
15 impact issues, no longer driving on 123. And we really
16 have to think about those sorts of strategic
17 connections. Those local project can have a regional
18 impact.

19 I would really just like to speak in support
20 of a few projects in Fairfax city. The northwest
21 street grid and the Ogley (ph) Highway multimodal
22 improvements, and the Eden (ph) 123 intersection.

1 These are all projects that are going to create more
2 access and are part of place making efforts in Fairfax
3 city to make it a more walkable and bikeable
4 destination.

5 I also am in support of the West Falls Church
6 stationary improvements and the Route 1 VRT project
7 'cause they're part of transforming this county into a
8 transit, bicycle, pedestrian oriented community. Thank
9 you.

10 CHAIR NOHE: Next we'll have Steward Schwartz,
11 follow by Marsha Polly? Polky?

12 MR. SCHWARTZ: Thank you, Chair Nohe and
13 members of the committee. You've heard some comments
14 tonight from a number of our partners. I'm with the
15 Coalition for Smarter Growth. We've submitted a joint
16 signed letter with Piedmont Environmental Council,
17 Prince William Conservation Alliance, Share Clover (ph)
18 DT Chapter, Southern Environmental Law Center, and then
19 a late addition was in Fairfax Alliance for Better
20 Bicycling.

21 We share the concern, Audrey Clement, and
22 others who talked about with the congestion reduction

1 metrically. We've always been concerned about it. We
2 were concerned about it when it was submitted for
3 legislation by the Northern Virginia Transportation
4 Alliance. It's simply too simplistic given the
5 complexity of the things that you are dealing with.

6 It does not really, in our view, account
7 adequately for induced demand. It's auto-oriented. It
8 doesn't account for amount of driving that you get with
9 it and it, you know, again generally would tend to
10 favor wider roads, faster roads, longer distance,
11 driving. Looking at the scale of Northern Virginia, I
12 just rode the bus out to the Fairfax Government Center
13 the other day. Other days I drive. It can be stunning
14 how large Northern Virginia is.

15 You'll never dig your way out with road
16 expansions in Northern Virginia. I think it will just
17 contribute to more long distance driving. It will hurt
18 us significantly when oil prices spike. What we need
19 to be doing is improving accessibility and narrowing
20 of distances people need to travel, and for the longer
21 distances, give them more choices with transit in
22 particular.

1 You've heard that from us before, the, the
2 Council of Governments, the counties, everybody
3 supporting mixed-use transit-oriented development.
4 Amazon wants mixed-use transit oriented for the
5 location it goes to.

6 So as you screen these projects, please focus
7 on those that will support these walkable, bikeable,
8 transit-oriented centers. That does not mean no to
9 road projects. In fact, we've supported in our letter
10 of those road projects in Loudoun County that will
11 provide access to the transit-oriented development for
12 the transit stations out there.

13 We're supportive of some of the connectors
14 that support Fairfax's several line stations. And
15 Frontier Drive as well. Of course we're supporting bus
16 rapid transit on Route 1 and connections like that as
17 well.

18 So all these projects are in our list, Metro
19 rail station access, VRE, the West Falls Church
20 accessibility with the, the West Falls Church Station
21 and the W&OD investments. And I think Douglas talked
22 about this very well.

1 I'm going to turn to something that was very
2 positive even with 21 speakers. To see that sort of
3 turnout from the Hillsboro community was just stunning,
4 the best in civic advocacy there. But, you know, to
5 have a former VDOT district engineer talking about the
6 benefits of roundabouts and being the engineer on the
7 project is, is wonderful. And to hear a sheriff talk
8 about the safety benefits of roundabouts.

9 That's why we've been trying to help the Route
10 15 corridor neighbors in there and why we're urging
11 VDOT and the County on Route 15 to look to the
12 Hillsboro example, to look to the example of Route 15,
13 and to take the time to further evaluate a roundabout
14 and traffic calming option for Route 15.

15 I talked to the, the captain in the sheriff's
16 office about that a little bit. Martha Polky will talk
17 about this in much greater detail. I, I urge you to
18 listen to her. She's an amazing civic activist just
19 like the ones in Hillsboro. I think with Route 15 we
20 can preserve the rural corridor and its economic value.
21 We can make it safer and we can improve traffic flow
22 without four-laneing it through a roundabout approach.

1 Thank you very much.

2 CHAIR NOHE: Next Martha Polky, followed by
3 John Murphy.

4 MS. POLKY: Good evening. Thank you, all.
5 I'm Martha Polky and I'm coordinator of the (inaudible)
6 Coalition, which is a group of Lucketts area citizens
7 who since 2001 have been working to forward contact
8 sensitive designs to improve safety, access, and flow
9 on Route 15 and national scenic highway because your
10 only national scenic highway in the project list and
11 the journey through (inaudible) region and the most
12 beautiful entrance to the state of Virginia with a
13 growing rural economy, direct marketing farms, of which
14 I own one, wineries, breweries and many equestrian
15 facilities.

16 There, there are, also along it are three
17 historic properties in the project area and one which
18 is on the national register. The Route 15 corridor
19 desperately needs funding from NVTa for reimagined road
20 design that decreases congestion, reduces speeding and
21 reckless driving, provides greater access for residents
22 and multiple businesses up and down the road. And for

1 the foreseeable future, the bridge across the Potomac
2 at its northern border and the section of Route 15 and
3 Fredrick County, Maryland will not be four laned and
4 any design of Virginia's section of Route 15 must take
5 into consideration that constraint. We certainly don't
6 want to induce traffic.

7 Seventy-eight percent of the residents
8 surveyed last summer favored roundabouts at the White's
9 Ferry intersection. Virginia State policy is that
10 roundabouts are the first choice where feasible because
11 of the safety and operational benefits over signalized
12 intersections.

13 Currently Loudoun County staff and VDOT are
14 not supporting a roundabout at that intersection. If,
15 if the signal is -- if a signal is the choice of the
16 Board of Supervisors in June, at the completion of this
17 81 million dollar project there will still be queuing
18 of traffic morning and evening north and south of the
19 signal because the signal is the direct cause of the
20 queuing. Those ques will be eliminated if a roundabout
21 is used. Roundabouts increase flow and vastly decrease
22 accident rate and severity.

1 I will forward in my written comments a link
2 to a study showing that accidents and fatalities could
3 have been avoided in Northern Virginia if roundabouts
4 instead of signals had been built at many
5 intersections.

6 This project would also do a better job of
7 improving air quality and increasing fuel efficiency if
8 roundabouts are integrated into it. Roundabouts are
9 the award winning Route 50 project in Loudoun County,
10 eliminated the need for four lane. Roundabouts in this
11 corridor, as well as being an historic district and
12 within the national heritage area, is, has some
13 geographical issues.

14 It's in the Limestone and Karst region.
15 Sinkholes have opened up on busy Route 15 to south of
16 the project area twice in the past decade, and three of
17 the four developments in the project area have seen
18 sinkhole collapses and water quality issues near
19 residences. The 1.5 mile section of the proposed Broad
20 Run north of White's Ferry from Montresor is also in a
21 floodplain. Citizens have those concerns in mind for
22 the proposed four laneing of White's Ferry Road and

1 hope a roundabout is the intersection of choice. Thank
2 you very much.

3 CHAIR NOHE: John Murphy will be followed by
4 Prasad Badiganti. Close enough?

5 MR. MURPHY: Hi. My name is John Murphy. I'm
6 an Ashburn resident and I have a small business based
7 in Ashburn. I'm here to support the Shellhorn
8 connector. I want to bring to you, as we all know,
9 congestion diminishes commerce, and for myself and my
10 company, one of our biggest vendors is right off of 606
11 and the Greenway.

12 For me to get from my shop, I have two options
13 really to get there. One is to take Waxpool Road all
14 the way around the 28 and back up 606, which is about
15 an 18 mile drive. Depending on what time we leave in
16 the morning, that drive takes anywhere from 35 minutes
17 to an hour to an hour-and-fifteen minutes. While
18 Waxpool Road has been improved, it's still fails many
19 times.

20 My other option is to take the debacle, the
21 blood-sucking Greenway, you know, and that costs me
22 about \$17,000 a year as a business. The most time it

1 ever has taken us when we've take the Greenway is about
2 ten minutes. So, you know, the devil's in the details
3 for us as far as commerce goes. We're kind of stuck to
4 be able to do that.

5 If the Shellhorn connector was built, it's a
6 nine mile drive and it's basically directly from my
7 shop there. Not only that, the Shellhorn would give us
8 access to both Metro stations in Loudoun county, which
9 is very important, and thinking ahead one of the things
10 I think is vital is that as the CBP, Customs and Border
11 Patrol relocates, their headquarters is going to be a
12 half mile from the beginning of this interchange.

13 And they're talking about bringing 2,700
14 workers in. Even if half of them drive, without this
15 connector, all the roads around there will fail.

16 Again, John Murphy, I really appreciate that.
17 Thank you for your time today. All my colleagues are
18 kind of lined up here. So we're going to kind of move
19 things along as best we can. Thank you for your time
20 today.

21 CHAIR NOHE: Thank you so much. Next we have
22 Prasad Badiganit followed by Katane (ph) Paravcof (ph).

1 MR. BADIGANIT: Good evening, Mr. Chairman.
2 Thank you for the opportunity. My name is Prasad
3 Badiganti and I'm a resident of Ashburn and I'm here to
4 show my full support for extending Shellhorn Road to
5 Route 28 in (inaudible). (Inaudible) possible by
6 providing the correct funding as early as possible.

7 This will be a tremendous help for me, for my
8 family, and my neighbors in saving significant amount
9 of time for all the residents living in Ashburn who
10 travel to east every single day for work and coming
11 back. And the savings in the time that we can actually
12 give it back to our families and all the savings that
13 we can have in saving the tolls will help our family.

14 With that, I would like the once again thank
15 you for the time and the opportunity.

16 CHAIR NOHE: Next we have Katane Paravcaf.
17 You're not, you're not Katane (ph). So tell me who you
18 are.

19 MS. SAVAGLIO: Yeah. My name's Lissa Savaglio
20 and I live in the Broad Run District of Loudoun County.

21 CHAIR NOHE: Keep going, Lissa.

22 MS. SAVAGLIO: Okay. I'm here tonight to

1 share my support for the extension of the Shellhorn
2 Road to Route 28. Basically the intersection of
3 Loudoun County Parkway and Waxpool is one of the most
4 dangerous intersections in our area. The extension of
5 Shellhorn Road is not only going to help relieve the
6 congestion, but it's going to help with all of the
7 accidents that happened at that intersection.

8 The extension would be a good alternative to
9 the Greenway, saving personally my family money, time,
10 and helping to keep them safe. And I'm short, sweet,
11 and I'm done. Thank you for your time.

12 CHAIR NOHE: My favorite speaker tonight.
13 Katane, we're looking at Jennifer Horvath.

14 MS. HORVATH: Good evening. I'm Jennifer
15 Horvath. I am secretary of the Ashburn Village
16 Homeowners Association, and simply put, I'll be brief.
17 Like in 1997 I moved to Loudoun County to escape the 95
18 corridor of you-can't-get-there-from-here gridlock. I
19 knew that there would be explosive growth in Loudoun,
20 but not to the extent that it is now.

21 That 20 years later I'm sitting here back in
22 the you-can't-get-there-from-here traffic gridlock.

1 But now on 95 in residential areas getting from my
2 house to school. I'm here to support the Shellhorn
3 expansion project from Shellhorn to 28th. It is much
4 needed. It's part of the puzzle piece, a puzzle piece
5 to alleviate traffic congestion in Eastern Loudoun.

6 Specifically, the congestion from Waxpool and
7 Loudoun County Parkway, the, it's one of the most
8 dangerous intersections. I am the wife of an EMT. I
9 am the mother of an EMT, and I am the mother of a
10 volunteer firefighter. And that intersection is one
11 that they dread working calls on. It is deadly and by
12 taking traffic off of that section and moving it off to
13 other areas I think you're going to make a greater
14 impact and to Eastern Loudoun. Thank you for your
15 consideration and your time.

16 CHAIR NOHE: Thank you. I know that you're
17 part of a carpool group I think, yes?

18 MS. HORVATH: We are.

19 CHAIR NOHE: Is there anyone else in the
20 carpool group here? Okay. What's your name?

21 MR. BAUM: Chris Baum.

22 CHAIR NOHE: Okay. Come on up, Chris.

1 MR. BAUM: Thank you. Good evening, Chairman,
2 members of the board. I'm Chris Baum, as I mentioned.
3 I don't represent anybody but me and my family. I'm
4 not the COE of anything and I don't have any kids that
5 still live at home.

6 But I'm real interested in the Shellhorn
7 extension to 28 because since I moved to Loudoun County
8 in 1999 and started commuting to Herndon, I've watched
9 that east-west commute go from 15 minutes or so when I
10 first started to upwards of an hour when I finally
11 retired and that was one of the reasons I finally
12 retired.

13 I can also tell you that the, the difficulty
14 of getting east and west from the Ashburn area to
15 points east is direct reasons why a couple people who
16 worked for me left what was otherwise a really great
17 job, because they couldn't stand the commute anymore.

18 I'm very concerned that if we don't do
19 something to alleviate that congestion, when you look
20 at the number of rooftops that are going up in parts of
21 Loudoun County that are going to feed that east-west
22 flow, we're going to have more and more people just

1 getting burned out by that commute as you've heard time
2 and time again tonight.

3 I was lucky. I was old enough to retire. If
4 it hadn't been for that, I'm afraid that I and a lot of
5 other people who are going to be me in the next 10 to
6 20 years would have just hung it up and moved somewhere
7 else because you just can't stand that kind of time out
8 of your day, day after day, after day, after day. What
9 became minutes became hours, became multiple hours of,
10 of a workweek devoted to nothing but sitting in
11 traffic. And the occasional sitting in traffic and
12 paying for the privilege on the Greenway 'cause it
13 stops too.

14 So that's why I support that project and I
15 thank you for your time.

16 CHAIR NOHE: Before I go to the next speaker,
17 I want to -- before I go to the next speaker, I, I'm
18 aware that there's, there's at least one person, maybe
19 more who came here on the bus service that we provided
20 and probably need to go back on that same bus service.
21 Is that person still here? Were you the person on the
22 bus? What is your name?

1 MS. FERNANDES: Michelle Fernandes.

2 CHAIR NOHE: Michelle Fernandes. Let me,
3 Michelle, because I'm concerned, I don't want you to
4 miss the bus.

5 MS. FERNANDES: Sure.

6 CHAIR NOHE: All right.

7 MS. FERNANDES: Thank you. Yes, I came here
8 on the bus. I'm with the Sierra Club. You might sense
9 the theme. Hi. My name is Michelle Fernandes. I live
10 and walk to work in Arlington County. I just moved
11 here this past October. I am learning a lot from this
12 event and if I take nothing else away from this, I
13 really look forward to visiting Hillsboro.

14 I moved to Northern Virginia specifically
15 because I check off a whole bunch of things on my dream
16 city, dream area checklist and that included
17 walkability, busabilty, and Metro accessibility.
18 That's very important to me partly because of a concern
19 for environment sustainability and partly because I
20 live with a chronic medical condition that makes
21 driving actually dangerous for me.

22 So in the time that I've been here, I haven't

1 had a lot of opportunity to observe traffic patterns or
2 anything like that. So I can't attest to that, but I
3 have found Northern Virginia to be a beautiful place
4 full of thoughtful citizens and I'm so happy to be here
5 among you.

6 As you all know, I got here on public
7 transportation. I am increasingly getting the
8 impression partly, partly through the experience on the
9 shuttle, that, that Arlington is kind of a city upon a
10 hill in terms of implementing good public transport in
11 this region, but even there there are areas that are
12 inadequately served by viable public transportation
13 options.

14 I am a public librarian and I know firsthand
15 that there are individuals that are unable to access
16 libraries and libraries are generally in the most
17 central, accessible areas of the town or a neighborhood
18 or a village. So that, that is a problem. I would not
19 be here were it not for the economic opportunity and
20 the quality of life afforded by ease of access to safe,
21 affordable, and environmentally friendly alternatives
22 to cars.

1 And so I'm here tonight to ask that you
2 prioritize projects that support rail and bus transit,
3 bike culture, and walkability in Northern Virginia.
4 Thank you. I have to catch a shuttle.

5 CHAIR NOHE: Okay. Next we have Paul Baldino
6 and that'll be followed by Edythe Kelleher.

7 MR. BALDINO: Good evening. I'm here to
8 support two projects. Both are in the city of Falls
9 Church, but both have impact well beyond the city's
10 borders. The first is the Falls Church enhanced
11 regional bike routes, ID-134.

12 This project replaces a single mile of the
13 existing W&OD trail with bicycle and pedestrian trails
14 separated by a median. Over the years the W&OD has
15 become the primary non-motorized transportation
16 corridor in Northern Virginia. It crosses from east to
17 west Arlington, Falls Church, Fairfax County, Vienna,
18 Herndon, Reston, Leesburg, and Loudoun County through
19 to Purcellville.

20 In the past several years it has also become a
21 significant commuter route. Unfortunately, this has
22 also brought conflicts. Bike commuters share travel

1 lanes with pedestrians including children and walkers
2 of varying abilities. Bikes passing too close in rush
3 hour crowding creates safety concerns, and of course
4 many pedestrians just stop using the trail altogether
5 and has certainly discouraged novice bike commuters.

6 The project area is one of the busiest of the
7 W&OD. It connects six roadways including Route 7 and
8 29. It links to Metro bus routes and brings trail
9 users within a mile of both the east and West Falls
10 Church Metro stations. If we can separate bikes from
11 pedestrians, we'll increase use, reduce crowding, and
12 improve safety.

13 This is a demonstration project with
14 measurable results. If it's successful, it can be
15 replicated elsewhere on the W&OD, replacing more and
16 more vehicle trips and relieving roadway congestion.
17 So with a relatively small investment, you can get a
18 big return from the direct and demonstration impacts on
19 the W&OD and its many connections.

20 Second, I'd also like to speak briefly to the
21 West Falls Church Metro station access and multimodal
22 improvements, ID334 and 66. This project provides

1 transportation options near the West Falls Church Metro
2 station. It includes wider sidewalks, improved
3 lighting, new traffic signals, better bicycle access,
4 and bus stop improvements.

5 Development in and around the city is
6 increasing travel demand. This is going to be
7 multiplied with the planned new developments and the
8 high school campus. Without practical alternatives,
9 this development will funnel traffic onto the already
10 crowded Route 7 and 66 corridors.

11 Further, since the Silver Line opened,
12 ridership from the West Falls Church Metro station has
13 declined rather significantly. Better pedestrian and
14 bicycle access to West Falls Church will bring
15 additional riders to the station and absorb the
16 available capacity.

17 So in summary, by providing safe and easy
18 pedestrian and bicycle access to the Metro station,
19 this project will contribute to a walkable, bikeable,
20 transit oriented location in support of smart growth
21 and economic development. Thank you for your time and
22 your consideration.

1 CHAIR NOHE: Thank you. Next is Edythe
2 Kelleher, will be followed by Dale Johnson.

3 MS. KELLEHER: Good evening, Chairman Nohe,
4 and members of the Authority. I'm Edythe Kelleher,
5 Executive Director of the Southeast Fairfax Development
6 Corporation, or SFDC. We're a nonprofit economic
7 development organization that has taken the lead on
8 revitalization in the Richmond Highway corridor since
9 1981.

10 Thank you very much for your hard work thus
11 far and for providing the opportunity to emphasize the
12 critical importance of widening Richmond Highway, Route
13 1, from Nappa (ph) Road to Mount Vernon Memorial
14 Highway, and the Richmond Highway bus rapid transit
15 project.

16 Since the federal widening project to the
17 south is completed, this is one of two remaining
18 bottlenecks along this part of the highway that
19 connects Prince William County through Fairfax County
20 into the city of Alexandria. This segment is
21 approximately three miles of a busy urbanizing
22 corridor, yet it is four lanes separated by only a

1 double yellow line with few curbs, sidewalks, or storm
2 water management. The speed limit is 45 miles per hour
3 as it is on the rest of Route 1. Problems in this
4 section include flooding, erosion, and increased
5 pedestrian accidents, including pedestrian deaths.

6 It has been gratifying to see the strong
7 community support for these projects and for the new
8 Embark Richmond Highway Comprehensive Plan recently
9 adopted by the Board of Supervisors. I want to tell
10 you we saved you a lot of time last night. We had
11 about 75 people in the Mount Vernon Government Center
12 and they're not here.

13 The Embark plan coordinates VRD stops with
14 development of the community business centers along the
15 corridor as pedestrian and bicycle friendly mixed use
16 environments. A transformation that has already begun
17 in the northern portion of the corridor.

18 We realize that recent funding reallocation to
19 WMATA has made your decisions much more difficult, but
20 transportation funding that promotes economic
21 development as along Richmond Highway is not a zero sum
22 game. It's not just a cost. The public funding

1 contributes to multiplied private investment which
2 increases state and local tax revenues by, while
3 increasing quality of life.

4 The along awaited improvements to this area
5 will not only relieve congestion, improve safety,
6 enhance walkability, connect multiple jurisdictions,
7 and access employment centers, they will provide
8 significant bang for the buck economic development in
9 the corridor.

10 I appreciate you're taking the time to listen
11 to my testimony and hope that you'll consider these
12 comments favorably as you make your funding decisions.
13 Thank you.

14 CHAIR NOHE: Next we have Dale Johnson,
15 followed by Tom Brandon.

16 MR. JOHNSON: Thank you, Mr. Chair. The focus
17 of this presentation is concerning the Richmond Highway
18 CXS underpass widening project submitted by Fairfax
19 County. And I would like to thank Sharon for attending
20 our South County Federation meetings. I represent
21 South County Federation and a rural organization
22 representing about 20,000 households in the south

1 county area. Thanks again, Sharon, for coming and
2 writing down that note about this project, and thanks,
3 Tom, for your support as well. I understand DRPT was
4 supposed to be providing some updated information to
5 FCDOT today on the rail portion of this project.

6 Mr. Chair, he mentioned, he's not here, but he
7 did mention at the opening -- he mentioned some things
8 that directly relate to this project. He talked about
9 biggest bang for the buck, being strategic, value, and
10 equity. And all of those terms apply to this project.
11 You heard Sen. Surovell earlier talk about this project
12 as well and he's been very supportive and he's talked
13 about things that are long overdue for south county,
14 Fairfax County.

15 I'm going to mention three points about this
16 project. First is safety. It is an extremely
17 dangerous underpass. It may be the most dangerous
18 underpass from here to, all the way to Richmond.
19 Horizontal clearances are dangerous. Vertical
20 clearances are inadequate for truck traffic and for
21 logistics. And so that's one of the number one issues
22 for, for this project.

1 Number two, congestion. And this, this
2 project is only about a quarter of a mile away from one
3 of the most notorious hotspots that we have in the
4 nation, and that notorious hotspots in the nation is
5 the worse traffic hotspot in the nation as presented
6 from a survey of October 2017, is the southbound
7 corridor of I-95, which is a terrible chokepoint which
8 doesn't begin to describe it.

9 But with this chokepoint being the worse
10 traffic hotspot in the nation and this proposed project
11 being only adjacent to the southbound corridor, but the
12 proposal would hopefully be a safety valve for that
13 congestion that's on I-95. It provides six lanes of
14 traffic. It provides BRT and it provides a third rail
15 overhead for a, for that.

16 And aside from that, the footnote I guess
17 would be, my third point, which would BRT, which I
18 already mentioned. But the footnote would be that
19 Prince William County is going full speed ahead with
20 preparations for doing the widening of Route 1 up to
21 the Occoquan River. And before long it will be
22 complete. They'll be ready to go and we'll be on the

1 other side waiting for things to happen. Thank you
2 very much.

3 VICE CHAIR RANDALL: Thank you, sir. Tom
4 Brandon, followed by Daniel Gray.

5 MR. BRANDON: Thank you. I'm Tom Brandon with
6 the town of Leesburg. I'm here to talk about the
7 interchange between East Market Street or Route 7 and
8 Battlefield Parkway in the town of Leesburg.

9 First and foremost, this interchange project
10 is a traffic congestion mitigation project. It will
11 help not only the residents of the town of Leesburg,
12 but it also helps a large number of commuters from the
13 west and the east, west and then north that travel east
14 to the employment centers east of Leesburg.

15 The, secondly, the project is a safety
16 improvements project. This is one of the most accident
17 prone intersections in Northern Virginia. It certainly
18 is the most accident prone intersection in Leesburg.

19 The, number three, this project will improve
20 alternative travels of, modes of travel in the area.
21 Currently Route 7 serves as a barrier preventing people
22 and possible pedestrians from crossing in it. This

1 will provide an alternate way for people to get across
2 the, the roadway and serves as part of our, our
3 regional bike system.

4 Finally, it meets a long term goal of making
5 Route 7 a limited access highway. This project will
6 eliminate two of the final three signals between Route
7 28 and Clarke County. So it's an important project and
8 we're promoting that goal to be a limited access
9 highway.

10 So finally two years ago the town came to the
11 Authority and asked for money. At that time we, we
12 developed a very aggressive schedule for the project.
13 We have met that schedule. Every milestone in this
14 schedule has been met. VDOT has led this effort with
15 the cooperation of Loudoun County, the town of
16 Leesburg, and with the funding of the Authority we're
17 moving this project forward.

18 But we need money and this application that we
19 have in will allow us to move forward and get this
20 project done on time and, and be successful. Thank you
21 very much.

22 VICE CHAIR RANDALL: Thank you, sir. Daniel

1 Gray, follow by Bruce Exton (ph).

2 MR. GRAY: Good evening, members of the board.

3 I was thinking about the different projects here and
4 because I've got six siblings who live in this area and
5 I've also got my parents half the year in
6 Fredericksburg, and I visit court houses all over the
7 area, I'm familiar with these projects and most of them
8 seem quite worthy.

9 But what keeps worrying me is the process, the
10 way Virginia has done things. And I'm thinking about
11 my own life being involved with different legislators.
12 For instance, Chairman Bulova, I met your husband in
13 1974 when I was a senior in high school with the
14 Kentucky legislature and he offered me a job ten years
15 later with the US Attorney in Lexington. I grew up in
16 the district. I grew up in the Carl Gable (ph) School
17 District where Sen. Black's wife, Barbara, grew up.

18 Then after going to college at Vanderbilt and
19 law school at Washington, you were my supervisor, Linda
20 Smith went. I moved to the Dallas area. And what
21 struck me about Dallas was I was actually watching
22 public TV one night and Delegate Hugo will tell me,

1 will tell you of the hundred people in this room, I'm
2 probably one of the five most unlikely to watch public
3 TV. I saw a superb presentation on how they built
4 their version of the mixing bowl where the Central
5 Expressway meets the LBJ freeway and they did it for
6 25% the cost at the same time as the mixing bowl.

7 It is a superb structure. I had not been to
8 Dallas in several years. I saw it a couple years ago.
9 I couldn't believe what a magnificent job they did and
10 how poorly our mixing bowl is and how danger it is to
11 be on those high soaring ramp ways.

12 Second thing I'm thinking about is the general
13 assembly because Delegate Callahan seeded its Authority
14 over the power of the purse to transportation projects
15 in the '90s with this public private notion. The
16 public-private notion was supposed to be supplemental.
17 It's become primary. You look at these 35, \$40 tolls,
18 and I drop somebody off at the West Falls Church Metro
19 every day, and it's just absurd.

20 And somehow I, I explained this project to one
21 of my cousins and he asked me, after I explained it, he
22 said so what you're telling me, Dan, is it's easier to

1 lobby just the governor than it is to lobby the whole
2 general assembly. And I said that must have been the
3 reason it was done because it hasn't worked out well.

4 Finally, I'm thinking about the West Falls
5 Church Metro, a mile-and-a-half from me. Half the
6 parking, it's like a six or seven story parking garage
7 and because of the Silver Line, the parking lot at the
8 ground level is now half empty every day. Sometimes
9 it's 70 or 80% empty. The UVA Virginia Tech parking
10 lot next to it is now empty. There's barely two-and-a-
11 half stories of the six or seven story parking garage
12 filled. Why? Because the Silver Line was built.

13 I read the environmental impact statement
14 twice and it said it would take no cars off the road,
15 the Silver Line, but apparently the powers that be that
16 own the commercial property along the Silver Line
17 muscled the legislature and Speaker Howell, who
18 Delegate Hugo knows a lot better than I do, he's got
19 the busiest corridor in the nation in his district and
20 he gave away a billion to three billion dollar asset,
21 the Dulles Toll Road, for nada, nada.

22 That's money that Chairman Randall could use

1 in Loudoun. It's money that Chairman Nohe could use in
2 Prince William. That's money you could use, Chairman
3 Bulova. Virginia is not doing things right and there
4 are four or five metro areas, Atlanta, Houston, Dallas,
5 and Phoenix, that are just going to blow it away in
6 growth.

7 CHAIR NOHE: Thank you very much.

8 MR. GRAY: Sure.

9 CHAIR NOHE: Mr. Exton (ph), Bruce Exton?
10 Okay. Donna Blake? Donna Blake. Stephanie
11 Oppenheimer? Carolyn Bruce. Stephanie Oppenheimer?
12 Come on down.

13 MS. OPPENHEIMER: I'm shocked. Like how many
14 more people can there be? Now I found out. I keep
15 waiting for you guys to do a 7th inning stretch and
16 you're not. I don't know how you do this.

17 CHAIR NOHE: People want me to say, no, let's
18 go take a break and --

19 MS. OPPENHEIMER: I just (inaudible). Well,
20 good evening, everybody, and thank you so much for
21 allowing us the opportunity to weigh in. I really
22 appreciate it. My name is Stephanie Oppenheimer and I

1 live in Falls Church. I'm here tonight to ask for your
2 support of project number 66, the Falls Church
3 multimodal improvement project.

4 And I'm coming to you for two primary reasons.
5 The first is as a neighbor of the West Falls Church
6 Metro and as a parent with two kids at George Mason
7 High School and Mary Ellen Henderson Middle School.
8 We're, we are a one car family and my husband and I
9 specifically bought out house because it was proximity
10 to the West Falls Church Metro. My husband walks or
11 rides his bike every day to the Metro and my high
12 schooler walks to and from school every day. My middle
13 schooler frequently rides his bike to school.

14 It's not a safe commute for any of them as
15 Haycock Road is busy, congested, and difficult to
16 cross. The superintendant of Falls Church city schools
17 could probably attest to our neighborhood's concerns
18 that walking or riding a bike to school can be a dicey
19 proposition.

20 In an effort to ease crowding on school buses
21 last September, the school's transportation department
22 proposed that our neighborhood's middle schoolers

1 become walkers and the suggestion was met with a bit of
2 an uproar as parents were, rightfully so, concerned
3 about their kids' safety getting to and from their
4 schools every day, particularly during winter months
5 when it's still dark during the morning commute.

6 Without question I believe that this project's
7 addition of traffic signals and crosswalks, widening
8 existing sidewalks, relocating and undergrounding
9 utilities, and installing more lighting would greatly
10 improve the walkability and safety of Haycock Road and
11 the intersection of Haycock and Route 7/Broad Street.

12 Increased safety and greater walkability, of
13 course, means more people will walk or cycle and fewer
14 car trips will be made to the kiss and ride or to
15 school campuses. This means less congestion and a
16 safer community.

17 But the second main reason I'm here is from an
18 economic development and bigger picture planning
19 standpoint. My family moved to McLean in 1972 when
20 just about the only thing going on in Tysons was the
21 Honeywell building, the original mall, and the Holiday
22 Inn. I've seen firsthand the difference between a

1 community that builds its roads and beefs up its
2 infracture before development. And what happens when
3 the buildings come first and then the infrastructure
4 struggles and usually fails to catch up.

5 With Fairfax County and WMATA planning to
6 develop 24 acres around the West Falls Church Metro,
7 Falls Church planning to develop ten acres at Haycock
8 and Broad, while also redeveloping the high school
9 campus, and the co-location of the UVA and Virginia
10 Tech satellite campuses, that corner of the county and
11 city is on the brink of an enormously exciting new
12 chapter.

13 But I think it's imperative that we get this
14 right. It would be hard to dispute that 34 acres of
15 multi-use development built at the intersection of I-
16 66/Route 7 and Haycock will bring an increase in
17 traffic and congestion. Now is the time to improve the
18 infrastructure to ensure that the traffic comes in all
19 forms, pedestrian, bike, bus, and Metro, rather than
20 just more cars.

21 Field of Dreams reminded us if you build it,
22 they will come. I'd like to tweak that to say let's

1 build it right before they come. Thank you so much for
2 your consideration of this important project.

3 CHAIR NOHE: Next we have Carolyn Bruce to be
4 followed by Katherine Secrist.

5 MS. BRUCE: Hi. My name is Carolyn Bruce and
6 I'm the president of the Mary Ellen Henderson Middle
7 School PTA and I'm also here tonight on behalf of the
8 George Mason High school parent, teacher, and student
9 association in Falls Church city.

10 We would like to advocate for the West Falls
11 Church and joint campus revitalization district
12 multimodal transportation project. This grant will
13 provide critical dollars to enhance the safety of
14 students, their families, and our staff. These
15 improvements would benefit the over 1,400 students and
16 almost 250 staff at both Mason and Henderson that
17 travel on and off campus every day. That's roughly 50%
18 of all the student and staff in Falls Church city
19 public schools. There were seven of us from Falls
20 Church, which isn't very much, but, so we couldn't
21 compete with Hillsboro, but we had about 14,000 people,
22 that's pretty good.

1 Currently Mary Ellen Henderson students are
2 all provided with bus service to and from school.
3 George Mason students have a one mile walking radius.
4 So if they're within a mile of the school, they have to
5 walk. But last year when Mason and Henderson schedules
6 were aligned, the intent was also to align the walking
7 radius for both schools.

8 Many Henderson parents were concerned about
9 the safety of that walk to campus and buses were
10 reinstated for the Henderson students. So now all
11 Henderson students receive a bus. They don't all use
12 it, especially at the end of the day. A lot of them
13 like to walk home with their friends. And a lot of
14 them like to cross Haycock to go over to Starbucks and
15 all the stores that are over there.

16 Because of the campus's location, every
17 student going to and from school must cross either
18 Haycock or Route 7 'cause it sits outside of our city,
19 both of which are very busy four lane roads, especially
20 during rush hour which occurs simultaneously with the
21 beginning and end of the school day. While there is a
22 crossing guard on Haycock during arrival and dismissal

1 times, many studies and staff travel to and from campus
2 throughout the afternoon and evening due to sports and
3 other afterschool clubs.

4 A HAWK signal would increase visibly and lead
5 to safer crossing at all times. Likewise, widening of
6 sidewalks along these roads would increase pedestrian
7 safety.

8 While we realize that this grant will have a
9 tremendous positive impact on our schools, it would
10 also greatly benefit the commercial and residential
11 properties surrounding that area. After the current
12 high school site has been developed into commercial
13 property, transportation improvements on both Haycock
14 and Route 7 will decrease vehicular traffic as people
15 would feel safer to cross on foot or bike.

16 WMATA is also planning a development on its
17 site at the West Falls Church Metro. So now is the
18 perfect opportunity to create a comprehensive plan for
19 this very busy intersection. Thank you.

20 CHAIR NOHE: Thank you. Next we have Kathy
21 Secrist, followed by David Wagoner (ph).

22 MS. SECRIST: My name is Katherine Secrist and

1 I am also here to talk about the Falls Church
2 multimodal grant. I am a wife and mother of three
3 children living in Falls Church city and we moved four
4 years ago from Richmond, Virginia. In Richmond we had
5 the rush minute, not rush hour. And knowing about
6 Northern Virginia's notorious traffic, we chose to live
7 in Falls Church city near to my husband's job in Tysons
8 Corner.

9 That said, Falls Church city is growing
10 rapidly. You just heard a lot of statistics about the
11 economic development that is going in and there's rapid
12 growth that has already occurred. In the last ten
13 years the city population has grown nearly 40%. In
14 addition to that, we are sort of the gateway of the
15 corridor to Tysons Corner and many people travel
16 through Falls Church. It's growing exponentially.

17 My husband's commute during peak hours will
18 often double or triple in time and I dread that call
19 from him that says traffic's bad tonight. I can't get
20 home in time for dinner. Or for piano or t-ball
21 practice or even to put our child to bed.

22 In addition to being a wife who appreciates

1 less traffic getting my husband home on time, I'm also
2 the Rising Elementary PTA president. This grant
3 focuses on the intersection where, like you heard over
4 50% of our students in the high school and middle
5 school arrive or let out at school right next to a
6 major corridor that's also moving people to and from
7 Tysons Corner on and off 66 and to and from the Falls
8 Church Metro.

9 Expanding sidewalks and crosswalks will not
10 only keep our students safe, but expand safety and
11 accessibility all the way to the Metro encouraging more
12 Metro ridership for the whole region.

13 As we go through more economic development and
14 we're adding to the population and the congestion of
15 this particular corner, I think the heart of this grant
16 let's us increase walkability, get more Metro commuters
17 actually onto the Metro, including our elementary
18 principal, I might add, and get residents off the roads
19 and making sure that they're on foot. It will also
20 keep cars moving through.

21 I think about all the children that are
22 waiting for their parents to get home in time for

1 dinner or a kiss goodnight at the end of the day, but
2 ultimately I think that's what any of these grants are
3 about. It's making sure that we're bringing families
4 together moving people through, whether it's on foot,
5 whether it is on a Metro, or getting their cars to go
6 through faster. And I think this grant satisfies all
7 of those needs all at once. Thank you.

8 CHAIR NOHE: Next we have David Wagoner David
9 Wagoner? Okay. Alfred McCusker? And Mr. McCusker
10 will be followed by Charlie Grymes.

11 MR. MCCUSKER: Good evening, Chairman Nohe,
12 other members of the board. My name is Alfred
13 McCusker. I live in Leesburg, Virginia. I'm also part
14 of the Route 15 Stakeholder Committee. I'm here to
15 support the Route 15 widening, which is project 191.
16 I'm not here to tell this group how to solution the
17 problem. That's what the requisite safety experts are
18 for. I'm here to talk about the congestion.

19 Hillsboro brought 21 people. All of our
20 people are on Route 15 stuck in traffic, so. The other
21 part of this challenge is safety. People are dying on
22 Route 15. January 3, 2017, a young mother of four

1 children was coming off her shift from the mental
2 health facility off of Route 15. Coming home
3 approximately 6:15 in the morning, killed instantly as
4 an oncoming vehicle that was traveling southbound on 15
5 crossed over the double yellow line. She had no
6 shoulder to even veer off to. Route 15 does not have
7 shoulders in a large portion of that corridor.

8 March 22, 2017, young man by the name of
9 Michael Lahere (ph) traveling 15 northbound, another
10 vehicle crossed over the double yellow line, killed him
11 instantly. No shoulder to go to.

12 Route 15 is not just dangerous, it's
13 congested, but the cut-through traffic in our
14 communities is putting our children at bus stops at
15 risk. January 24, 2017, two middle school children
16 were crossing to get onto a stopped school bus with
17 flashing lights on. A vehicle that was a cut-through
18 vehicle, not a residential vehicle, swerved around that
19 stopped school bus and almost hit those two children.

20 I am respectfully requesting that this route,
21 support the widening of Route 15 because it's not just
22 congested. It's not just unsafe. But it's really

1 rolling the dice with our communities as far as the
2 cut-through traffic as well.

3 I also want to thank Ms. Bachmon. Last night
4 she came out to Loudoun County and provided an
5 excellent overview of the very complex formula. So I
6 want to thank you for that and that's all.

7 CHAIR NOHE: Thank you, sir. Mr. Grymes?
8 After Mr. Grymes will be Tia Walbridge.

9 MR. GRYMES: I'm Charlie Grymes. I'm the
10 chair of the Prince William Conservation Alliance.
11 We've worked with other regional organizations to
12 prepare a blueprint for better transportation in
13 Northern Virginia. It'll come as no surprise to you
14 that we're advocates for smart growth, for transit.
15 We're advocates for bike and pedestrian.

16 I want to advocate tonight for two road
17 projects because they are part of the solution to our
18 challenge. We do need to move our people successfully
19 through our region. And the two road projects I want
20 to encourage you to consider are interchanges at 234,
21 bike paths for University Boulevard and for Sudley
22 Manor. They will enable us to move traffic up Route 28

1 and then west to I-66 hot links so they don't go onto
2 Route 28 and Fairfax County.

3 We don't need to add more congestion to
4 Fairfax County; we need to get the cars off the road in
5 Fairfax County. And one way to do that is to move the
6 cars from coming south towards Manassas over to I-66.
7 It's a lot quicker and it'll be a more effective way
8 for us to move people through the area.

9 I also want to encourage you to do a full EIS.
10 If you choose to continue the study of extending Godwin
11 Road to build bike paths around Manassas itself, you've
12 been here a long time tonight, you're obviously
13 committed to the idea of public involvement, a full EIS
14 is an essential way to be credible about our choices.

15 We experienced with BI-County Parkway a lot of
16 confusing rationales and explanation about what's the
17 right thing to do and what are the numbers and what do
18 you really choose to believe, and the answer ended up
19 being nobody believed anything that we were being told.
20 It's appropriate for us as a transportation improvement
21 program to get all the facts on the table.

22 If you do a short circuit environmental

1 assessment of the Route 28 project, it'll be less
2 credible. So let me encourage you to move towards the
3 mobility solution that we've all been talking about and
4 to maintain the full public credibility with a full
5 EIS. Thank you.

6 CHAIR NOHE: Next, Tia Walbridge, followed by
7 Eric Lynette (ph).

8 MS. WALBRIDGE: Hello. Thank you all so much
9 for holding this night, letting everyone come and
10 speak. I really appreciate it. My name's Tia
11 Walbridge. I am sheep farmer in Groundshill (ph). I'm
12 here to speak on behalf of Hillsboro. So we're not
13 quite done yet. And also the Route 15 project and
14 really all of the Loudoun County projects, but these
15 two in particular are very close to my heart.

16 I had the rather unique opportunity last year
17 campaigning to knock on thousands of doors throughout
18 Western Loudoun County, including in both of these
19 areas, and of course you talk about all kinds of
20 things, education, lot of topics. Unless you're around
21 Route 9 or Route 15 and then you talk traffic 100% of
22 the time because it is a quality of life issue and a

1 safety issue for everyone who lives along these two
2 roads and all of the businesses operating here.

3 We heard some really horrifying stories and I
4 can say everyone who answers their door has a similar
5 near miss, close story, or at least a fender bender
6 where their life was also put in danger, their family's
7 life was put in danger. And then along Route 15 we
8 have people who really are scheduling their entire day,
9 their children's programming around the traffic. It
10 really impacts our quality of life.

11 And the town of Hillsboro, they have put such
12 work into their, their program and they are building
13 not just a town, not just a slow down on the Route 9,
14 but really a wonderful community. They have music
15 festivals. They do holiday celebrations, a 4th of July
16 parade last year, yea, Boy Scouts troops, and amazing
17 rural businesses that are bringing in tourism as we
18 heard, but the Route 9 congestion really squanders the
19 potential of this amazing town.

20 And I really think that one in particular is a
21 great way to continue to build our community out there
22 and draw more people in to enjoy our businesses. Thank

1 you so much for your, for your attention tonight, and
2 thank you, Ms. Backmon, also for last night. That was
3 incredibly informative. I appreciate it.

4 CHAIR NOHE: Thank you very much. Next we
5 have Eric Lingale, Lingale? Okay. Vinod Motwani?

6 MR. MOTWANI: I actually missed a carpool. So
7 I'm here to support the Shellhorn extension to Route
8 28. And, so this is going to be quick. All I'm say --
9 all I wanted to say was (inaudible) one way and my
10 guess not only do I pay twice a day, I also have to pay
11 -- because my son plays cricket in Reston I have to go
12 there a couple times a week and I'm always late. The
13 coach is not happy he's late. But I have to take the
14 Greenway. I have no other option. So I pay that much
15 more.

16 I can't think of a more clear example of
17 highway robbery than that. That's the only thing.
18 Thank you for your time. I, I thought I'd stay all the
19 way to the end and make sure I said my piece. Thank
20 you.

21 CHAIR NOHE: Thank you, sir. Avis Renshaw?

22 MS. RENSHAW: Okay. I'm Avis Renshaw. I live

1 in Lucketts, which is a community north of Route 15, a
2 widening is wanting to happen. And everything you've
3 heard about that road woes from Hillsboro applies to
4 Route 15 as well. We have an awful lot of traffic and
5 a lot of speeding and a lot of issues.

6 But the Lockett community doesn't have a mayor
7 or a nice charter town around which to rally. We have
8 the Cantakton (ph) Coalition and the Friends of Route
9 15, which our Lucketts citizens that have advocated for
10 about 30 years for safety on Route 15. When they're
11 multiyear effort to drop the speed limit to 45
12 occurred, accidents plummeted. It would take several
13 hard on, head-on collisions for their long requested
14 rumble strips to finally be installed last year after
15 the accident you just heard about.

16 While in support of the Route 15 plan before
17 you to mitigate congestion and to promote safety, I am
18 hoping you will see fit to require a roundabout at the
19 White's Ferry/Raspberry Falls intersection versus the
20 planned signalized intersection. That will just keep
21 everything at a standstill like it is now.

22 In addition, I'm in favor of retaining the two

1 lane status of this national scenic byway. All you've
2 heard about rural tourism importance to Loudoun is
3 especially true of Route 15 just as it is of Route 9.
4 And we still have large tracks of farms that require
5 our large equipment ingress and egress onto Route 15.
6 Four laneing the road severely impedes the ability of
7 machinery, tractors for farm equipment to do that
8 safely.

9 If Route 9 and Route 50 can mitigate traffic
10 congestion and improve safety with a two lane road and
11 roundabouts, so can Route 15. We have everything they
12 have. We've got wineries and horse farms and commodity
13 farms and truck farms, and antique stores and all those
14 businesses depend on the national scenic byway for
15 access and tourism. Rural businesses depend on safe
16 access just like anyone else.

17 But the quality of the scenic beauty of two
18 lane road is what the tourists come for. They're not
19 coming to Shellhorn to see Ashburn. They're coming to
20 see us and we want to keep that road nice. My family
21 are farmers. Our farming neighbors would encourage the
22 funding for the safer shoulders and roundabouts in the

1 plan and we would trade the expense of four laneing it
2 for more roundabouts farther north sooner. Thank you.

3 CHAIR NOHE: Thank you. Okay. Do we have any
4 other citizens who --

5 MR. VIANA: Thank you, Chairman Nohe, members
6 of the commission. Mark Viana. I'm president of the
7 Southeast Fairfax Development Corporation and also
8 cochair of the (inaudible) council. It's been a long
9 night, so I'll be brief. I appreciate your time.

10 I'm speaking tonight in favor of the Richmond
11 Highway widening and just a couple things you already
12 heard from Edythe Kelleher on that, but I have a couple
13 things I did want to bring up.

14 This is a project going hand-in-hand with the
15 replanning right now as Fairfax County's done to
16 Richmond Highway. Been a lot of fantastic work done by
17 Tom Biesiadny and the folks at Fairfax DOT. But I
18 think we talk about what we're trying to do here.

19 It's a three line of bottleneck. Richmond
20 Highway going from the city of Alexandria and down to
21 Fort Belvoir, further down to Prince William County, is
22 one of the two bottlenecks on Richmond Highway between

1 the city of Alexandria, bottleneck. It's the only
2 bottleneck between the city of Alexandria and what we
3 don't always think about is Fort Belvoir.

4 Fort Belvoir is starting to create its own
5 kind of gravitational pull. It's not a jurisdiction,
6 but we're going to have something in the nature of
7 about 30,000 jobs between now and 2030, basically
8 becoming a large federal office park. Those who live
9 down there see that, have seen the last two or three
10 years.

11 We have as much traffic heading south now as
12 you do north, and that area, that bottleneck, the
13 federal government went ahead and creating their
14 widening to match it all the way from the end of Fort
15 Belvoir, starting it, ending at Woodlawn, the
16 bottleneck begins for another three miles, end again
17 right after the Costco. That creates a significant
18 problem for, you know, commuting Bullet (ph) north and
19 south and it's just an opportunity really for us to
20 eliminate that bottleneck, provide greater connectivity
21 between or various jurisdictions. We ask for your
22 support and I appreciate your time.

1 CHAIR NOHE: Is there anyone else? I have a
2 few people that were signed up who weren't here when I
3 called them. Is there anyone else expecting to speak
4 tonight? With that, this public hearing's closed.
5 I'll remind folks that our public comment period
6 generally goes for another ten days 'til May, 'til May
7 20th.

8 Next, one week from tonight (inaudible) town
9 hall meeting of the Fairfax (inaudible) town hall on
10 the 17th. There's probably jurisdictions. You can
11 find that information on our website (inaudible)
12 comments to the Authority.

13 With that, we have -- we do have a meeting
14 agenda still in front of us. There's not a lot of
15 items. So would the clerk please call roll?

16 II Roll Call

17 THE CLERK: Sure. Chairman Nohe?

18 CHAIR NOHE: Here.

19 THE CLERK: Chair Randall?

20 CHAIR RANDALL: Here.

21 THE CLERK: Chair Bulova?

22 CHAIR BULOVA: Here.

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CERTIFICATE OF NOTARY PUBLIC

I, Samuel Honig, the officer before whom the foregoing proceeding was taken, do hereby certify that the proceedings were recorded by me and thereafter reduced to typewriting under my direction; that said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



Samuel Honig

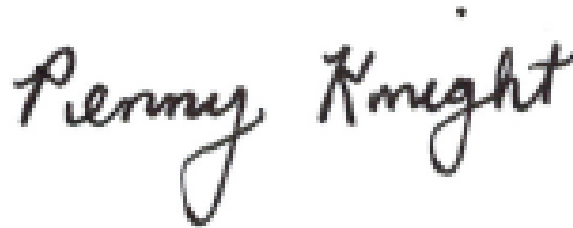
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CERTIFICATE OF TRANSCRIBER

I, Penny Knight, do hereby certify that this transcript was prepared from audio to the best of my ability.

I am neither counsel for, related to, nor employed by any of the parties to this action, nor financially or otherwise interested in the outcome of this action.



May 23, 2018

DATE

Penny Knight

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