



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Board of Supervisors Transportation Committee

October 22, 2019

Government Center, Conference Room 11

Board of Supervisors Members Present:

Sharon Bulova, Chairman
John Foust, Dranesville District (Committee Chair)
Penelope Gross, Mason District (Vice Chairman)
John Cook, Braddock District
Pat Herrity, Springfield District
Catherine Hudgins, Hunter Mill District
Jeff McKay, Lee District
Kathy Smith, Sully District
Dan Storck, Mount Vernon District

Board Members Absent:

Linda Smyth, Providence District

County Leadership:

Bryan Hill, County Executive
Rachel Flynn, Deputy County Executive
Beth Teare, County Attorney

Transportation Advisory Commission:

Jeffrey M. Parnes (Chair)

Link to agenda and presentation materials:

<https://www.fairfaxcounty.gov/boardofsupervisors/board-supervisors-transportation-committee-meeting-oct-22-2019>

Supervisor Foust called the meeting to order at 1:30 p.m.

1. Approval of Minutes

The minutes of the September 10, 2019, meeting were accepted with no changes.

2. I-395 Express Lanes Project

Susan Shaw, Megaprojects Director, VDOT, and Brent McKenzie, Government Relations and Community Affairs Manager, Transurban, updated the Committee on the progress of the [I-395 Express Project](#) and the [I-495 Pavement Rehabilitation Overview](#).

The I-395 project will convert two reversible HOV-3+ (High-Occupancy Vehicle) lanes to three Express Lanes between Edsall Road and the District of Columbia line; provide a new fourth southbound general-purpose lane between Duke Street and Edsall Road; and improve the Eads Street interchange. The project will install new or modified sound walls. The project also provides a \$15 million investment in transit improvements annually. The project is scheduled for a November 2019 opening. Regarding the I-495 Express Lanes Pavement Rehabilitation Project, the first pavement refresh will occur over a five-year period starting in 2019. The project encompasses 54 lane miles of pavement and will be split into five individual segments, starting at the Express Lanes southern terminus and moving northward.

Supervisor McKay asked how the system would determine that a slugger in the Express Lanes with their E-ZPass Flex set to HOV ON, dropped somebody off at the Pentagon, before getting back to the Express Lanes to continue north, switched their Flex to HOV OFF mode, and traveled the rest of the way for free versus someone who traveling from the south without stopping at the Pentagon. Mr. McKenzie replied that there is a toll gantry north of the Pentagon that will electronically record the sluggers as carpoolers and automatically eliminate the toll for them. For the people who forget to turn the switch back to HOV OFF mode, they may be stopped by law enforcement. Mr. McKenzie said that they are working with the police to be understanding with the travelers as they adapt to the changes.

Supervisor Gross stated that putting up the soundwalls along the highways disconnect communities. Ms. Shaw replied that some communities in this corridor chose not to have soundwalls. As more residential communities are being built near the highways, there will likely be more soundwalls in the future. Supervisor McKay praised the work that VDOT had done on I-495 from Springfield Interchange to Braddock Road.

3. Route Optimization Planning Efforts for Dulles Corridor Phase 2

Michael Felschow and Hejun Kang, FCDOT, briefed the Committee on the progress of the [Route Optimization Planning Efforts for Dulles Corridor Phase 2 Project](#) and overview of the [Fairfax Connector Route Optimization Public Engagement and Activities](#).

The project will address the changing of demographic and employment trends that have resulted in changing travel patterns and challenges that are facing the Fairfax Connector system. The Connector team undertook a marketing survey and an onboard survey to identify priorities for transit service. They analyzed the data for improvement of service and customer experience. The project identified three service alternatives for Reston-Herndon and Franconia-Springfield routes. There will continue to be more community and stakeholder engagement meetings for the Reston-Herndon and Franconia-Springfield route optimization from October to December 2019. Staff will make recommendations to the Board in Spring 2020.

Commissioner Parnes suggested having a hybrid service network that has both the streamlined and maximum concepts. Mr. Felschow replied that in the alternatives, staff have evaluated a hybrid of both concepts.

Supervisor Foust asked if the costs of the proposed alternatives are within the existing budget. Mr. Biesiadny replied that they are within the budget. Supervisor Foust stated that staff should study a fourth alternative if the County could find resources to pay for better service. Mr. Biesiadny stated that staff began the study with a revenue neutral approach. For the Reston and Herndon areas where staff have additional flexibility due to the service of the Silver Line, staff will be looking for a fourth alternative of a hybrid system that provides more comprehensive service. Chairman Bulova stated that additional revenue could come from the NVTC (I-66 Inside the Beltway toll revenue). Mr. Biesiadny responded that staff will work with the County Executive and the budget office before making recommendations to the Committee.

Supervisor Smith stated that there will be a health clinic for the Centreville community located near Centreville Road. The proposed alternatives must consider serving this community as one of its top priorities. Supervisor Hudgins was concerned about the findings of the origin-destination survey for the Reston-Herndon route optimization, and how they reflected in the alternatives. Mr. Felschow clarified that the survey shows the highest trip locations and destinations, but did not include all trips. Mr. Biesiadny stated that based on the survey, people want more frequent service, and staff developed option three of the alternatives to provide more frequent service. Supervisor Foust reiterate his belief that the study should look at what would make this a robust transit system, and let the Board decide whether the County can afford the service. Mr. Biesiadny responded that when the community stated what the County had done for Phase I of the Silver Line did not meet their needs, the Board approved additional \$4 million of service to supplement the demand.

Supervisor Hudgins stated the need to address people currently traveling to Reston by vehicle and offer transit service to them. Mr. Biesiadny stated that staff is trying to serve new markets that do not have transit service available today by providing the most attractive service so they have alternatives to using their vehicles. Supervisor McKay asked if there is any thought about providing transit service to high school and middle school students. Mr. Felschow replied that the analysis is looking at key locations so each alternative will structure routes as close as possible to schools and universities within reason. Supervisor McKay asked if there are any alternatives that move those services away from high schools or middle schools. Ms. Kang replied that there are not. She stated that there are routes that connect to the NOVA Community College, and staff also measured the travel time from South Lakes High School and Herndon High School to the Reston Town Center for evaluation.

Supervisor Cook asked why the study does not show Metrobus routes on the maps and how staff coordinated with the Washington Metropolitan Area Transit Authority (WMATA)? Mr. Felschow replied that WMATA has been part of the discussion from the beginning of the study. The reason that no Metrobus routes are shown on the map is because staff wants to focus on the alternatives. He said the team will include Metrobus in future maps. Supervisor Cook

recommended including Metrobus routes into the maps, so people could evaluate their transit options. Mr. Biesiadny replied that staff will include them in future briefings. Supervisor Storck stated that he would like to receive the study's data.

4. Draft Scooter Ordinance

Noelle Dominguez and Chris Wells, FCDOT; and Rebecca Makely, Department of Cable and Consumer Services (DCCS) updated the Committee on the proposed [Scooter Ordinance](#) for shared mobility devices. County staff has reviewed ordinances and pilot programs from other localities in the Washington DC Metropolitan Area, as well as other jurisdictions in Virginia, and throughout the nation. County staff is recommending a balanced approach between industry desires and the anticipated community concerns. The Fairfax County Ordinance would be applicable to towns within the County, unless the towns adopt their own ordinance or administrative action as allowed by the Virginia General Assembly. Privately-owned facilities (Tysons, Mosaic, Reston Town Center, Fairfax Corner, etc.) may establish additional stand-alone requirements and/or contracts for service. This mobility option is new, and it is expected that the ordinance will be reviewed and updated to address changing circumstances in the County. If approved by the Board, the new Chapter 86 of the Fairfax County Code, relating to Shared Mobility Devices, becomes effective on January 1, 2020.

Supervisor Foust raised a concern regarding privately owned properties and the number of scooters. Joanna Faust, County Attorney's Office, replied that the limits of the ordinance will apply to all shared mobility devices operated within the County, regardless of whether they are operating on private properties or public rights-of-way.

Supervisor Gross asked for clarification about the fee structure for scooters. Ms. Makely replied that the County imposes a fee structure on the operators for the permit and per device fee. The operators can set their own user fees for their customers. Current regulation does not allow the County to set the rates. Supervisor Gross stated that the user fee in the District of Columbia was 15 cent per mile, then it is raised to 39 cent per mile. She wanted to know if it is the trend in other jurisdictions and any restrictions on the operator's ability to raise the user fee. Mr. Wells replied that it is something new and staff would continue to learn from other jurisdictions. Fairfax County's fee structure is similar to other structure in other jurisdictions. Ms. Makely stated that the operators do not have to secure the Board's approval for changing their user fee. However, the operators will have to include the rates in their reports to the County.

Supervisor McKay asked if there is anything in the proposed ordinance that is new or different from other requirements from other jurisdictions. Ms. Makely replied that the difference is possibly the appeal process to the Consumer Protection Commission, and that further changes also go through the Consumer Protection Commission. Supervisor Cook stated that there is a need for consistency on the regulations regarding the use of scooters on sidewalks. Ms. Dominguez replied that the County can restrict the use of scooters on sidewalks, if there are marked signs. Chairman Bulova stated that a chart showing the rates that operators charged

users in other jurisdictions as compared to Fairfax County would be useful for future discussion. Ms. Makely replied that staff has access to those data and will develop a chart.

Supervisor Foust stated that the next steps would be a public hearing before the end of the year. He noted that some organizations would like to raise the speed limit and a higher number of devices allowed per operator. Supervisor Smith asked about the options for the Board consideration. Ms. Makely explained the detail of Option 1 and 2 for device allowances in the public hearing notification. The Board indicated support for the advertisement of the public hearing with Option 2.

5. Silver Line Phase 2 Implementation

Martha Coello, FCDOT, briefed the Committee on the status of the [Silver Line project](#). Regarding Phase 1, the design for Old Meadow Road realignment is complete, and construction completion is scheduled for the end of 2019. The Metropolitan Washington Airports Authority (MWAA) is working to complete work on the VDOT punchlist. Phase 2 is 97 percent complete. Package A (work on rail line, system, and stations) is 97 percent complete. Package B (work on the rail yard at Dulles) is 97 percent complete. The scheduled shutdowns of the Wiehle Reston East Station for testing of Phase 2 is continuing. MWAA and WMATA have identified the issues with the concrete panel deficiencies, fouled ballast at the rail yard and concrete ties/ cross-level deficiencies. Discussions on remediations are ongoing. The construction of the Herndon Station Garage is 100 percent complete. The construction of the Innovation Center Station Garage is 85 percent complete. The projected completion is January 2020. The total budget for Phase 2 remains unchanged at \$2.778 billion.

The meeting adjourned at 3:00 p.m. The next Transportation Committee meeting is scheduled for December 10, 2019, at 1:30 p.m.