

VIRGINIA DEPARTMENT OF TRANSPORTATION
COMMONWEALTH TRANSPORTATION BOARD

PUBLIC HEARING

TRANSFORM 66 OUTSIDE THE BELTWAY
CONCESSION PAYMENT PROJECTS

PRESENTATION AND PUBLIC COMMENTS

Northern Virginia District Office
Virginia Department of Transportation
4975 Alliance Drive
Fairfax, Virginia 22030

Thursday, January 4, 2018
6:30 p.m.

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Susan Shaw, P.E. Megaprojects Director VDOT	6

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CTB/VDOT PANEL

Helen L. Cuervo, P.E.
Northern Virginia District Engineer, VDOT
Northern Virginia District Administrator, VDOT
Member, NVTA

Mary Hughes Hynes
Northern Virginia District Member, CTB
Member, NVTA

E. Scott Kasprowicz
Vice Chair and At-Large Urban Member, CTB

The Hon. Martin E. Nohe
Supervisor, Prince William County
Chairman, NVTA

Greg Yates
At-Large Rural Member, CTB

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Matt Scheufler	10
Tom Hickey Chief Development Officer, VRE	13
Robert Whitfield Fairfax County Taxpayers Alliance	15
Jeff Parnes	18

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ATTACHMENTS

Prince William County Department of Transportation Letter of Support and Testimony for the Route 234 Bypass at Balls Ford Road Interchange and Balls Ford Road Widening: Groveton Road to Route 234 Business (Sudley Road) Projects submitted by Ricardo Canizales, Director of Transportation, County of Prince William, Virginia.

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P R O C E E D I N G S

(Whereupon, at approximately 6:32 o'clock p.m., the hearing commenced.)

MS. CUERVO: Good evening. I'm Helen Cuervo. I'm the District Engineer for VDOT in Northern Virginia. And I really appreciate you coming out on this cold night. I know it's a very -- cold temperatures out there so we appreciate you making the trip in.

We are happy to have with us Delegate-Elect Karrie Delaney here.

MS. DELANEY: (Indicating.)

(Applause.)

MS. CUERVO: She also -- her aide, Aaron Yohai, is here. Hi, Aaron. We also have Ryan McManus from Representative Barbara Comstock's office. Are you here, Ryan?

And we have Megan Harris, an aide to Delegate-Elect Elizabeth Guzman.

MS. HARRIS: (Indicating.) Hi.

MS. CUERVO: Okay. Welcome. Okay. So we appreciate everybody coming out.

I'm going to let each of the Panel members introduce themselves. And then we are going to have Susan

1 Shaw come up and do an overview of the projects that are
2 being proposed to be amended into the Six-Year Plan.

3 MS. HYNES: Good evening, everybody. I'm Mary
4 Hynes. I am the Northern Virginia Commonwealth
5 Transportation Board Member. So I represent our region at
6 the state level on policy and funding issues.

7 MR. KASPROWICZ: Good evening and welcome.
8 I'm Scott Kasprowicz, also with the Commonwealth
9 Transportation Board. I am an Urban At-Large member
10 representing urban areas around the Commonwealth.

11 MR. NOHE: I'm Marty Nohe. I'm the Chairman
12 of the Northern Virginia Transportation Authority.

13 I'm not a CTB member, but the NVRTA -- we
14 partner very closely with the Commonwealth Transportation
15 Board in bringing the 66 project to bear and in evaluating
16 the projects that will be funded by the concessionary
17 vender.

18 MR. YATES: Hi, folks. I'm Greg Yates. I'm a
19 -- an urb -- not an urban -- you're (indicating Mr.
20 Kasprowicz) an urban. I'm a rural At-Large member.

21 MR. KASPROWICZ: We've got the balance.

22 MR. YATES: And I --

23 (Laughter.)

1 MR. YATES: -- and I drove all the way from
2 Culpeper for this so -- just to let you know. I'm a CTB
3 member. Thank you.

4 MS. SHAW: Thanks again for coming. I'm just
5 going to give a little bit of background information
6 before we begin to have a public comment period. I
7 believe there's a few speakers that are signed up to speak
8 tonight.

9 But what brings us here tonight is looking at
10 the projects that have been selected and recommended to
11 the Commonwealth Transportation Board to be funded with
12 the monies that we received as part of our concession
13 payment.

14 The concession payment was something that was
15 a result of the procurement that we did on 66 outside the
16 Beltway, which is our Express Lanes Project. And when we
17 reached financial close on November 9th of this year we
18 received a payment from the private entity.

19 And that payment was in the amount of
20 \$578,919,450, so a pretty sizeable check. It is being
21 used to fund \$500 million in the projects that you'll hear
22 about today as well as providing for contingency and
23 oversight monies to the Department as we deliver those

1 projects -- a three -- \$3 billion project on 66 outside
2 the Beltway.

3 And so the projects that you'll hear about or
4 that you can see out on the boards tonight are 14 projects
5 selected by the Northern Virginia Transportation Authority
6 as well as another set of projects from Fairfax County
7 that the Commonwealth Transportation Board also added.

8 They need to meet several requirements. They
9 need to be programs or projects that are reasonably
10 related to benefit the users of the I-66 Express Lanes.

11 And then they also have to be selected by the
12 Commonwealth Transportation Board after they consider
13 regional priorities.

14 And the way that they've done that is through
15 getting those priorities identified through the Northern
16 Virginia Transportation Authority.

17 In addition to the State requirement there is
18 also a Federal requirement that the projects be Federally
19 eligible under the U.S. Code.

20 And so that's just something that we will
21 guarantee -- we will be reviewing along with the
22 jurisdictions to make sure that they meet those
23 requirements.

1 It doesn't mean that the projects are being
2 Federally funded. They just have to meet that eligibility
3 requirement.

4 And so the types of projects that were
5 eligible were things like roadway improvements, capital
6 projects. We have for enhanced local and commuter bus
7 service and transit priority improvements.

8 They can include things like new or enhanced
9 park and ride lots, capital improvements for VRE
10 facilities as well as transportation systems management
11 and operation.

12 And you'll see a scattering of projects as --
13 if you've looked out on the board. Just to let you know
14 in terms of the process, NVRTA issued a call for projects
15 to member jurisdictions and agencies back in June 8th of
16 2017.

17 They received 26 applications totaling 1.2
18 billion from seven jurisdictions and agencies. And then
19 on July 7th they recommended 14 projects. And July 13th
20 those were selected for consideration by the Commonwealth
21 Transportation Board.

22 And so those projects that they considered
23 totaled about four hundred and seventy-some million

1 dollars.

2 And, as I mentioned last month at the CTB
3 meeting in December, the CTB also added the Route 29
4 improvements projects, a group of projects that are
5 underway or in some fashion either construction or design
6 in Fairfax County.

7 And so tonight our purpose is to hear public
8 comment on these project selections before the CTB takes
9 their action next week. And so next week they will
10 consider amending the Six-Year Plan to include the funding
11 for these projects.

12 And then they are also authorized the
13 Commissioner to enter into a Memorandum of Agreement with
14 the NVTVA regarding how these projects will move forward
15 following their approval.

16 And so with that I think we are really ready
17 to hear public comment from those that have signed up.
18 And I'll turn it back over to Helen.

19 MS. CUERVO: Okay. I wanted to note that we
20 have Scouting Troop 695 here. Would you all stand up?

21 (Whereupon, the Scouts stood up, as
22 requested.)

23 (Applause.)

1 MS. CUERVO: We very much appreciate you
2 coming out and observing and participating in public
3 input. It's very important that we have people
4 participate and tell us how they think and what they feel
5 about the projects.

6 So we are glad that you are starting at a
7 young age. And we look forward to you following up in the
8 coming years by attending these more often. So thank you
9 for coming.

10 Tonight we will have speakers -- I will call a
11 speaker and I will call a follow-up speaker to -- to get
12 ready behind that person.

13 Each person will have three minutes. We are
14 here to hear your comments and thoughts. We have people
15 out in the hallway to answer questions that you might have
16 and those sorts of things.

17 So we will go through all the speakers. Once
18 we are done we'll offer anyone else who might want to
19 speak and then we'll return to the hallway to look at the
20 project boards.

21 And so our first speaker is Matt Scheufler.

22 And the second one up will be Tom Hickey.

23 MR. SCHEUFLER: My comment is -- is mainly to

1 discuss two projects. One is the Route 28 and 29
2 improvements and also the Balls Ford Road expansion.

3 My concern is we are expanding those parts of
4 the I-66 corridor that already has enough capacity in that
5 section while we are ignoring sections that really have
6 the choke points within the system, mainly between 234
7 Business and Route 29 over the Bull Run and between Route
8 50 and the Nutley Street.

9 My concern is, you know, there's oh -- there's
10 already enough network elasticity in those sections
11 between Route 50 and 28 and between 234 Business and 234
12 Bypass.

13 I'm just -- my concern is that if there is an
14 accident on 66 where do the cars go? There's no other
15 option. Either they go into the Battlefield or, you know,
16 going through the City of Fairfax.

17 So I'm just concerned that we are adding
18 projects that are just going to add more cars to a choke
19 point that already exists.

20 So, you know, in general, my recommendations
21 are to, you know, potentially add a shoulder lane between
22 Route 29 Centreville and 234 Business or potentially a --
23 another crossing potentially connecting Balls Ford Road

1 with Bull Run Drive over the Bull Run -- over the -- over
2 the -- over the Bull Run that will also add a bicycle
3 connection that is needed between the counties.

4 They are just -- I'm just concerned that we're
5 -- you know, all the counties for some of these projects
6 we are not looking at a regional point of view where the
7 main projects are really at the choke points between the
8 counties.

9 And I just feel like we are not addressing
10 that. So I just would hope that you would potentially
11 hold back this money and re-evaluate that.

12 And, obviously, the solution between 2 --
13 Nutley Street and Route 50 is to extend the Metrorail.
14 Obviously, that's not going to happen until at least 2032.

15 So potentially looking at, you know, the
16 Rosslyn iss -- the Rosslyn -- money could go to that to
17 start to push that so you could get 4-minute, 5-minute
18 headways in the Orange Line instead of the current 8-
19 minute headways.

20 So just -- I just wish that you guys would
21 reevaluate those projects that already have enough network
22 elasticity between, you know, all along 66 corridor as
23 opposed to -- and then try to address the choke points

1 that already exist, you know, especially if there are
2 incidents which will drive the toll -- toll rates -- and
3 will make a lot of people unhappy going forward if they
4 have to pay a significant toll to get from 234 Business to
5 Route 28 or from Route 50 to the Beltway.

6 So thank you.

7 MS. CUERVO: Thank you. Tom Hickey? And the
8 next in line will be Robert Whitfield.

9 MR. HICKEY: Good evening. The Virginia
10 Railway Express would like to take this opportunity to
11 thank the Northern Virginia Transportation Authority for
12 recommending the Manassas Line capacity expansion projects
13 for funding, and the Commonwealth Transportation Board for
14 consideration of these recommended projects.

15 The I-66 Outside the Beltway program is an
16 innovative public private approach to add highway lanes to
17 a designated corridor of statewide significance.

18 But while it may provide traffic relief in the
19 immediate future, it is likely these lanes will be the
20 last ones added to the I-66 corridor in the foreseeable
21 future. The VRE Manassas Line parallels I-66 and connects
22 many of the same origins and destinations.

23 The recommended VRE improvements complement

1 the Commonwealth's other investments in the I-66 corridor
2 allowing VRE to carry more passengers more efficiency --
3 more efficiently -- while bolstering our usefulness as a
4 viable alternative to driving in the corridor now and in
5 the future.

6 At the core of the Manassas Line improvements
7 are three projects that will add capacity to the I-66
8 corridor of statewide significance -- twelve new railcars
9 to lengthen existing trains and put over 1600 additional
10 seats into peak service, 1,000 additional parking spaces
11 at Broad Run and Manassas Park stations for new riders to
12 leave their cars, and longer storage tracks at the Broad
13 Run Maintenance and Storage facility to park our longer
14 trains.

15 Other recommended projects will add capacity
16 and operating efficiency -- three miles of new track
17 between Manassas and Broad Run stations eliminating
18 conflicts between VRE and freight trains and facilitating
19 our on-time performance, extending longer -- extending the
20 short platforms at Manassas and Broad Run to match the
21 full length of longer trains encouraging passengers to use
22 all doors on a train in speeding up the boarding and
23 alighting processes, and providing realtime passenger

1 information to commuters to help them make informed
2 decisions in realtime about where parking is available in
3 the I-66 corridor, how many seats are available on the
4 trains operating and the -- and train arrival information.

5 As VRE excels absorb -- at a -- at a -- at
6 absorbing the peak of the peak automobile traffic
7 reducing the need for even more highway lanes during the
8 most heavily trafficked peak hours.

9 As travel demand continues to grow
10 alternatives like VRE may be the most cost effective way
11 to add further capacity to Northern Virginia's most
12 critical travel corridors.

13 Again, VRE thanks NVRTA and the CTB for
14 advancing the Manassas Line capacity project and asks for
15 their inclusion in the Six-Year Improvement Plan. Thank
16 you.

17 MS. CUERVO: Thank you. Next is Robert
18 Whitfield followed by Jeff Parnes.

19 MR. WHITFIELD: Good evening, CTB members and
20 Marty Nohe and other officials. I'm Rob Whitfield with
21 the Fairfax County Taxpayers Alliance.

22 And, as usual, I'm not fully prepared to make
23 my remarks. In fact, I went out just now to make sure

1 that what I was going to say on one project was correct.

2 Certainly the VRE expansion is -- is a no
3 brainer -- the PRTC Western Bus Maintenance and Storage
4 Facility and even the commuter parking garage at Fairfax
5 Corner.

6 The East Falls Church Metro Station Bus Bay
7 Expansion -- no. What is the benefit to the outside the
8 Beltway riders? Okay? That's an Arlington County project
9 that Arlington County should pay for at East Falls Church
10 -- the City of Falls Church.

11 The -- the biggest problem is -- and I've just
12 been -- I -- my papers blew away at 5:30 in the wind so
13 the -- what VDOT at the December 5th meeting in Richmond
14 described as the Orange Line expansion to Centreville
15 right-of-way -- that's the way it's described in what VDOT
16 prepared a month ago.

17 And, as I tried to ask a gentleman in the
18 lobby here, when was the decision made in terms of the
19 transit options over BRT and other bus transit related
20 options?

21 So we need to see a study of what is feasible
22 in terms of what type of, you know, bus or even vanpool or
23 whatever.

1 We need to see a proper study based on today's
2 data before any decisions are made that kind of \$40
3 million funding commitment.

4 But in -- by the time 2025 comes along, who
5 knows, Uber and Lyft may be replaced by other modes. I
6 think there's one that the Ford company has called -- it's
7 not coming to me right now -- the -- but anyway, I'll send
8 this to you in writing.

9 So my biggest concern is the one regarding
10 what is described by VDOT as Orange Line extension to
11 Centreville. And that needs to be flushed out.

12 One that's odd and I don't understand is the
13 widening of the Poplar Tree Bridge which is just above the
14 I-66 Route 28 interchange.

15 I don't remember the name of the park on the
16 east side but that leg -- that road -- to the east of 28
17 goes through a county park which is clearly only a two-
18 lane road.

19 And I think Brad -- I don't know Braddock Road
20 to the west but all I'm saying is I don't see the need for
21 a four-lane bridge there.

22 I will be -- I -- I always like the
23 (indiscernible). What I want to see from all of these

1 projects is the analysis done that the benefits to be
2 accrued. And I don't know if that information is at NVTA.

3 I mean, where does the public go to see that
4 information? Is it at -- is it -- is it part of the
5 project and -- what type of analysis was done and where
6 can the public go to read this before the CTB makes its
7 decisions the next week? Thank you.

8 MS. CUERVO: Thank you. Jeff Parnes?

9 MR. PARNES: Good evening and I hope you folks
10 are having a happy and healthy New Year.

11 In any case, I speak as a citizen and I would
12 like to see some of the concession money go to making
13 local bus service more frequently in off peak hours.

14 Currently, I could take a bus in the morning,
15 get to work or go to another location. But I can't come
16 home in mid day.

17 My wife, who is a retired public librarian,
18 could not come home when her shift was over when the bus
19 left -- when the shift was over at nine o'clock. There
20 was no way to get home.

21 And if we want to encourage -- we are building
22 bus bays. We are improving service. If we don't make the
23 bus service more robust so that people can get to Metro

1 they won't use Metro.

2 If I have to drive to a Metro stop and my
3 destination isn't that much further, I'll just drive.

4 And what we need to do is make the service
5 more reliable. And I don't know whether or not you can
6 use the concession payment for an operational but I did
7 hear "operational" statement in some sort of TDM
8 operations.

9 So it seems to me if you can use it for
10 operation for TDM, you should be able to use it for
11 operation for bus service. And, now, I'm not just saying
12 Fairfax.

13 I'm certain that Prince William and Loudoun
14 and the Fairfax County people all could use more reliable
15 and robust bus service through off peak hours. And I
16 thank you for my -- for your attention. Thank you again.

17 MS. CUERVO: Thank you. And that's the last
18 signed up speaker. Is there anyone else in the audience
19 that is interested in speaking today?

20 (No response.)

21 MS. CUERVO: And with that, I will just
22 mention that the comments are due by January the 8th.

23 If you have any further questions or any other

1 questions tonight that were asked that you were hoping for
2 an answer for we have folks out in the lobby able to
3 answer those questions.

4 So thank you very much for coming out and I
5 would ask any of the CTB members or Chairman if they have
6 any further comments?

7 MR. KASPROWICZ: No further comments.

8 MS. HYNES: I would just say that we are
9 likely to vote on this on Wednesday, January 10th, at our
10 CTB meeting in Richmond so that's when we'll -- the list
11 of projects is likely to be finalized.

12 VOICE FROM THE AUDIENCE: Could you repeat
13 those details please?

14 MS. HYNES: Sure. The -- it's -- sorry.
15 Wednesday the 10th of January the Commonwealth
16 Transportation Board meets in Richmond, and action on
17 these projects is scheduled as part of that meeting. Our
18 meeting starts at 10:00 a.m.

19 And we meet in the Transportation Department
20 building.

21 MS. CUERVO: So thanks very much, all of you,
22 for coming. We really do appreciate it.

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(Whereupon, at approximately 6:52 o'clock
p.m., the presentation and public comment period
concluded.)

CERTIFICATE OF NOTARY PUBLIC

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

GAIL HIRTE ZEHNER
Verbatim Reporter