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Mount Vernon Council of Citizens' Associations

Record

Volume LVI, No. 10, November 2023

FROM THE CO-CHAIRS

1. REMINDER: The November General Council Meeting is on Nov 15 due to the Thanksgiving Holiday. The December General Council Meeting is on Dec 20.
2. The VDOT 495 Express Lane presentation at the Sherwood Hall Library on Oct 25 in lieu of our General Council Meeting had an excellent turn out of our members and others from the Mount Vernon district. Senators Ebbin and Surovell, Delegate Krizek and Supervisor Storck all provided comments regarding their concerns over this project. An unedited Microsoft Word transcription document is included in this RECORD.
3. The Site Specific Plan Amendment (SSPA) Task Force has been cancelled for the foreseeable future. The nominator of the Penn Daw CBC amendment has informed the county that they will need to put the review of their amendment on hold for the foreseeable future due to financial uncertainty with their lender. Additionally, the review of the Cityside Huntington site is in a holding pattern pending the potential consolidation of the Andros building with the proposal, as well as information on whether the proposal would conform with the County's Affordable Housing Preservation policy.

MVCCA BOARD

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MVCCA General Council Meeting Minutes

Please see the unedited transcription of the **VDOT 495 Express Lanes Presentation** given Oct 25, 2023 at the Sherwood Hall Library at the end of this Record.

----- Committee Reports -----

Budget & Finance

We are looking for a chair for this committee. If you are interested, please contact a co-chair.

Education

The Education Committee did not meet in November.

Environment & Recreation

Planning & Zoning

The meeting was called to order at 7:02 pm by the Chair Larry Zaragoza. E&R Recorder Christina Curley was in attendance.

Associations represented: Spring Bank Community Association, Hollin Hall Village Citizens Association, Potomac Valley-River Bend Civic Association, Wessynton Homes Association, Collingwood-on-the-Potomac, and Belle View Condominium Unit Owners Association.

Chair Zaragoza led discussion on current and future issues warranting E&R Committee engagement. The first topic introduced was the on-going Fairfax County’s Lake Accotink Task Force’s and the associated “Save Lake Accotink” community efforts examining multiple options for “saving” the Springfield, VA lake. Of the options reviewed, one involves regular dredging cycles that would cost hundreds of million dollar and likely require a tax increase. An E&R Committee member suggested the need to see a comprehensive view of what needs to be done to Lake Accotink for both use and ecological purposes, look at multiple alternatives to dredging, such as upstream restoration, and then review the costs and proposed revenue stream to cover each alternative. A draft report is scheduled to be produced in November, and planned to be submitted to the Board of Supervisor’s office on December 4th. The report is expected to go out for public comment.

Other topics suggested for E&R Committee engagement include: the County’s “Recycling Revamp” effort, led by DPWES, which is assessing a plethora of ways to significantly improve the County’s recycling rates; the County’s assessment on Data Centers, and the staff report going to the Board of Supervisors in December that is expected to recommend ways forward and standards; Partnering with P&Z Committee on RPA; focused efforts to further community understanding of Living Shorelines law and regulatory implementation processes; VDOT’s Express Lane effort and clarification of easements; and the County’s Quander and Fairchild Park Trail effort, which will likely begin next construction cycle.

Other topics raised for consideration included desire for an overview of both the Fairfax County Watershed and the Infill and Stormwater Plans, pursuit of a Fairfax County Stream Restoration Plan, and a review of Arlington County’s Tree Ordinance Fines and penalties policies.

A motion to adjourn was made, seconded, and passed at 8:02 pm. The next E&R Committee will be on DEC 06 2023 via Zoom.

MVCCA

Planning and Zoning (P&Z) Monthly Meeting 11/6/2023

Committee Attendees:

- P&Z Committee Chair, Vice Chair
- MVCCA Co Chair 1 and Co Chair 2
- Belle View Condominium
- Belle Haven Terrace Civic Association
- CA of Hollin Hills
- Montebello Condominiums
- Potomac Valley River Bend
- Huntington CA
- Riverwood HOA
- New Gum Springs HOA
- Williamsburg Manor North Citizens’ Association

Other Attendees:

- Sara Mariska - Lukens Lane presenter
- Matt Jones - Lukens Lane presenter
- Charlie Jones - Lukens Lane presenter
- Mohan Bastakoti - County Land Development Services (LDS) representative
- Nate Ribyet - RC Fields Consultant
- Concerned Citizens

Proceedings:

The meeting was called to order by P&Z Committee Chair, and followed the agenda below:

1. Lukens Lane
2. RPA continuation
3. Updates on:
 - Unitarian Church
 - IMP Building/SSPA Process
 - Brookside Motel
 - Fire Station
 - SSPA process
 - 6514 Cygnet Drive
 - Huntington Avenue
 - Collingwood Chase
 - Infill Task Force

Agenda items were discussed beginning with the Lukens Lane development. This discussion was led by Sara Mariska, representing the property owners Charlie and Matt Jones. The property consists of three contiguous parcels with a total of 2 dwelling units on them. The parcels are zoned R2 and the owners are requesting R3. The parcels are not in the RPA but have a tree canopy. The owner is proposing to place 12 single

family homes on the parcels. The proposal goes before the Planning Commission on 7 Feb 24 and there is no date set yet for the Board of Supervisor to consider it. The owners would like to obtain the concurrence of the P&Z Committee for the development effort. The Committee Chair agreed to consider it.

County Land Development Services (LDS) representative Mohan Bastakoti explained how the County considers requests for development of properties that include land that is in an RPA. Key points were that the county processes are based on the County’s Chesapeake Bay Preservation Ordinance. What is allowed depends on if the project is a new development or a redevelopment, the type of development it is, and when the property was plotted. Based on these categories, a development project in an RPA might be “exempt”, “allowed”, “subject to an administrative waiver”, or may require an “exception”. Redevelopment may be allowed if it does not increase impervious area within the RPA or result in any further encroachment within the RPA. New development may be authorized by an administrative waiver if the property was plotted before October 1, 1989, when the Chesapeake Bay Act went into effect. Property deeded after that date is subject to additional restrictions and requires an “exception”, which generally requires a public hearing and BOS approval. Public and County development may be “exempt” from compliance. Comments included concern for the complexity of the process, whether the Ordinance was explicit or interpretive of the Chesapeake Bay Act, and whether County policy is harmonized with the Wetlands Board living shoreline efforts.

Recaps of several projects in the community were provided. P&Z Committee Chair noted that the Unitarian Church’s requested modification to their Special Use Permit was approved. The modification will permit them to accommodate up to 80 students and 14 teachers. The IMP Building may have a new development proposal for consideration in a Site Specific Plan Amendment (SSPA), but details have not yet been provided. P&Z Vice Chair provided an update on the SSPA developments, noting that the Cityside nomination (CPN22-MV-001) is on hold pending possible consolidation of the Andros Building into the project, and the Penn Daw CBC nomination is on hold due to financial uncertainty of lender financing. There was no new news on the Cygnet Drive, Brookside Motel, or Penn Daw Fire Station projects. The Collingwood Chase developer was reported to have a revised plan, but details have yet to be provided. Supervisor Storck’s office is working with colleagues and getting good support for the Infill Task Force. Concluding meetings are expected soon.

There is an overview BRT Meeting scheduled for Jan 31 at Bryant (please note date change).
The December Planning & Zoning Meeting will be held on December 4th.

Public Safety

We are looking for a chair for this committee. If you or someone in your community are interested, please send an email to co.chair1@mvcca.org and co.chair2@mvcca.org and let us know of your interest.

Transportation

Transportation Committee did not meet in November. The next meeting will take place Monday, December 11 at 7 p.m. via Zoom.

Special Committee on Stormwater Management

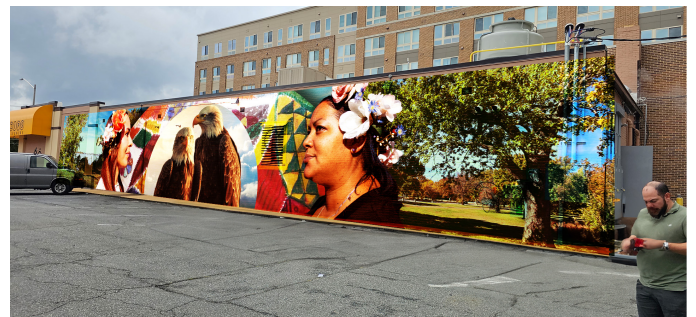
Meeting minutes not available.

Fairfax Federation

Meeting minutes not available.

SFDC

The mural on Zips Dry Cleaning is in the painting process.



----- Treasurers Report -----

Mount Vernon Council of Citizens' Associations, Inc. Treasurer's Report, Current Month and Fiscal Year to Date Compared to Annual Budget Period Ending October 31, 2023

	October	Total July 1 to October 31	2023-2024 Annual Budget	Budget Variance To spend or Favorable (Unfavorable)
<u>Cash Receipts (including deposits in-transit):</u>				
Dues - Current Members	\$ 475	\$ 3,725	\$ 4,250	
Money Market Interest	0	0	2	
Total Cash Receipts	475	3,725	4,252	\$ (527)
<u>Cash Disbursements (including outstanding checks):</u>				
Administrative	157	398	545	147
Insurance Premium	-	-	760	760
Outreach/Town Hall Meets	-	-	-	-
"Record" Production	300	380	1,400	1,020
Web Site	-	-	1,000	1,000
Total Cash Disbursements	457	778	3,705	2,927
Net Budget - Receipts in Excess(less than) Disbursements:	18	2,947	547	\$ 2,400

Other Sources/Changes in Cash:

Cash at Beginning of Period	11,554	8,625	8,625
Total Cash at End of Period	\$ 11,571	\$ 11,571	\$ 9,172

End of Period Cash Balances by Account (adjusted for outstanding items):

Burke & Herbert - Checking	\$ 5,410	
Burke & Herbert - Money Market	6,162	
Total Cash	\$ 11,571	

Respectfully Submitted,
William J Kane, Treasurer
November 1, 2023

Notes:

- 1 This financial statement uses the cash basis of accounting except as noted on the face of the statement.
- 2 Amounts are rounded to the nearest dollar.

NEXT COUNCIL MEETING

Wednesday, November 15, 2023, 7:00 p.m.
Virtual

AGENDA

- Call to order
- Minutes Approved
- Committee Reports
- Treasurer Report
- Co-chairs Report
- Resolutions
- Supervisor's Time
- Members Time
- Adjourn

COMMITTEE CALENDAR

MVCCA Council—November 15, 7:00 p.m., Virtual
MVCCA Board—December 12, 7:00 p.m. Virtual

Comm	Date	Time	Place	Chair
BUDG	TBD	7:00	Virtual	open
EDU	TBD	7:30	Virtual	Hosek
E&R	12/6	7:00	Virtual	L. Zaragoza
PL/Z	12/4	7:00	Virtual	Mathur
PS	TBD	7:00	Virtual	open
TRAN	12/11	7:00	Virtual	J. Zaragoza
MSCS	TBD	7:00	Virtual	Milanowski

*The Record is published monthly except August by the
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Unedited Transcription of the VDOT 495 Express Lanes Presentation Oct 25, 2023 at the Sherwood Hall Library

Sherwood Library VDOT Meeting Transcript 25 Oct 2023

my name is Scott Surovell your state senator here for the 36th Senate and I want to thank you all for coming out tonight to our town hall meeting to talk I'm gonna take a few words from all going to chat and then I'll be free Zach and then supervisor Storck then we'll turn it over to the IT team to get their presentation thank them for coming out tonight that's like an extra meeting they didn't have in their plan to do tonight but I told them we have a pretty active engaged community here as you can see it want people in the room tonight there will be a lot of questions and I felt like there had not been a lot of discussion in our part of Fairfax County about this piece of road that all of us use and this season express lanes going to go right over right over route one right over the Parkway and right over the roads so My alright we're not going to be able yeah videotaping it and then we might there is a presentation already online culture that one yeah we don't already have people want to watch it online OK so anyways I've lived in this community since I was born they actually built they actually opened this library the month that I was born in Aug 1971 and I'm in commuting to the city of Fairfax after 27 years ago go for a road swing around the Beltway and cook New Mexico take bridge road out and then I come home every day and when I first started doing it in around 1999 I would hit the back of the Tysons backup on the way out coming home and get screwed up in the mixing bowl and hit the back of the Wilson bridge back up on the way home every single day and then we spent a billion dollars in the mixing bowl few billion dollars in 495 express lanes the Tysons we spent few billion dollars Wilson bridge and today traffic is exactly the same and so you know these express lanes are a new concept and it's something that Virginia is sort of leading the country in learning our lessons as we go percent we did was right South Down to around 234 those are negotiated by governor Bob McDonnell then the governor under our law is allowed to negotiate them without any legislative input for approval the second one was the belt the ones to Tysons the third one was the I 66 lanes the 4th one is the one that Fredericksburg and then V dot actually did one themselves without negotiating with the third party they just figured out how to do this agreeable toll tolling that hiring third party and that's the inside 66 light ones from the Beltway in and we have been learning our lessons and for example one of the lessons we learned is that if we do it with the third party private party like Transurban it's a privately traded corporation if we want to widen the road even an inch we have to pay we have to pay the third party corporation for all their lost tolls so for example we want a wide knock come on that we have to pay like 50 seventy \$500 million before we put a shovel in the ground so when we make these decisions they often tend to be really not only important but permanent because it's really hard to undo them once you sign a 95 year lease on your road with some private corporation if you want to take that away you have to pay them lots of money to undo it so once we make these decisions they're done so it's very important to get this right and you know when Wilson bridge was built there was an agreement that that the six lanes going to be reserved the seven six lanes going to be reserved for transit 6 lanes and Maryland has not and Virginia have not reached an agreement about what they want to do with it this study is an attempt I think to kind of reach an agreement the Maryland still hasn't said yes and it's all still kind of out there and the study is kind of a first step towards trying to reach some solution and so it's important we take as much to peak community public input as we can before we make a decision before we that makes a decision and that's what we're here for today so I appreciate you all coming out today and then we'll get the questions I have one right now because you said B dot is trying to figure out what to go do for transit they're not talking to WAMATA there are the questions you can ask them that's probably the question process but Thomas been giving comments and stuff they can explain that but you know Amanda has proposed one of their possible alternatives to the core capacities thing is to do a blue line move that would run all the way from Huntington up to where up to Roslyn then to Georgetown and would run a few blocks north of the seven line through DC and back to your force base the National Harbor and then over Wilson bridge back in Huntington the big sort of blue line metro Beltway thing that's one of the things they're considering right now they're they have made a decision whether or not they even want to propose that they're probably three to six months away from doing that I think proposing that concept that's something that this bridge could be used for about that but any of that these are the things that are bouncing around out there so we need your input about what you think about these concepts and the stuff they're going to show you so thanks for coming out so I want to thank instigating this because you know we were unaware I was doing these meetings and there's not a good my biggest pet peeve would be the lack of communication between our house our House members and you know I'm sure it's so much true to the Senate seems like you're much more oriented towards the supervisors and the mayor's office but we are the state legislators and you should be spending a little bit more time communicating with us and the fact that there was never a public meeting in this area which is the most I think most impacted kind of shocked me when I found out there was 4/4 events and three of them were one was in Fairfax I think the other three were in Alexandria Fairfax one was over at justice high school which is a long way away from here so anyway we should have at least had one maybe of Mount Vernon or at least we're here tonight but and I appreciate you for coming out I also I've been the delegate for eight years now I remember when this library was a little library and our former colleague toddy puller was with folks who even before she was elected to the Dallas she was that half delete before she was our senator she helped get this community to I'm very happy that she did that but back in those days I remember they used to be a 711 where the urban Herbert was and we used to believe over here at the middle school Stephen foster was used to be called but this is important and we've got I think you cannot have you cannot shed enough light on what's happening as the senator said this is

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a long term thing these deals are for you know decades 1999 or 95 years on those other ones were transferred in one of the things you see with the situation going South on 95 it's really nice to be able to use it but it's there's a couple hours in the middle of the day they can't use it because they have to shift it to go the other direction so I think one thing they've learned is that you need to be multidirectional you can't just have it going 11 way so that's an important thing too and like the senator said it was about what was it 15 years ago when we went from 6 to 12 lanes and we have you know we all remember how bad the traffic was then well it's gotten to that same place now so I need to see us lose any of those lanes to express lanes and being used by folks who only pay for it and then the last thing is we don't want to preclude I think this is the most important thing is we got to make sure we don't preclude the having like railroad cross the bridge as that bridge was made and 4th it has the weight bearing capability for metro on there so and if that's the blue line which is what you've heard is in the works it's at least it's one of the plans that could happen we don't want to make it so that that doesn't happen and if you do get if they do the easy pass for 95 years or whatever where it's you know once it starts going it you know these things tend to take a life of their own and before you know it time has passed and we've forgotten about the metro in this area we still need to have metro we we're finding we're going to continue to fight to get a metro stop at being your mall and hopefully have valley and maybe one day all the way to or we need to have that you know I remember Huntington was one of the first metro stops and it's been a long time since Huntington was built and there's been a lot of metro activity and how important to our community so you know I'm hoping that that that we learn a lot here we ask some tough questions to be done and that we keep up the dialogue and we have better communications as we go forward and I don't want to have to pass along Richmond that says be dot must communicate with us but maybe we don't have to do something like that but it's you know maybe there should be notice provision but anyway thank you very much for all being here today and especially on pretty you know not having much notice of this but then you're going to go back to your community and let them know and we're going to let you all know and add another couple months so thank you all for being here I know you're going to go back to your community and let them know that we're going to let you all know and thank you Paul I'm super supervisor here thank you very much for organizing and making sure that we're here and can share some of the concerns and questions that we have clear the information communication is for this process I know there's been some of our studies and work that's going on now but we need far more engagement than we've had a think that's beyond that and this has been I know in most of the letters and information that have been communicated from the community to the folks who are the project leaders who are looking at the express lanes if they're the core issue is congestion relief that benefits this community not just the county not just the state overall we have significant severe congestion issues especially at certain times of the day and if that is not going to be part of what's addressed here meaning making it easier for people who live in our community to First off not be gridlocked by the congestion that's a function of the bridge right now and especially for anybody who's trying to cross the bridge on rainy or snowy or otherwise an accident day in the community is frankly it loses its emergency services some of the committees are having boozer emergency services during those time today it's almost impossible for that those services that support to be provided so first and foremost whatever is done can't be done to our community and needs to be done with our community doing it with our convenient means having a dialogue which means having benefits to the community for whatever this is going to end up being I know that this process is where we are right now I'm emphasizing that because you think you've heard clearly from three of us that we will do whatever it takes and fighting whatever degree we need to find to make sure that the community is a partner that benefits from whatever this outcome is I'm not here to say yes to express lanes or no express lanes and I'm here to say there has to be clear benefits and positive consequence of community and those consequences if there is some impact to our land use around here whether the road need widened in some way or those other fact they need to be engaged we need to be engaged with VDOT and folks who are involved with this from very early process I know I see a lot of members of our community here that I've had lots of conversations about this you're going to hear right of opinions but I think the number one issue you're going to hear is don't do something to us we're happy to work with you and see if we can come to something that that truly benefits our community for the long term and that includes I think for all of us protecting rail and heavy and have you real transportation of the mass transit across the bridge that is that is in violent I think from all of our from all of our sins they'll be a little bit of difference about whether that's violent forever or there's a there's some kind of a period of time that that could be worked through but the bottom line has to be for the community for whatever changes proposed and we have Hinton area study the hat study Huntington area transportation study which was approved and we worked all I mean see a lot of folks here we worked on that for years to get that done transportation that's approved how do we implement that study I do think that would make a difference how do we again address the gridlock that frankly the bridge and the Beltway causes our community those things are real and you're not going to find I think any support in our community those are key parts I'm very happy to work and talk with folks and continue to have those same conversations with community looking for ways to find win wins but that will not happen if something is done to us and not done with us thank you alright good evening ladies and gentlemen my name is Michelle Shropshire and I am the acting Megan project director for Northern Virginia VDOT I'm currently on loan from the Fredericksburg district VDOT right now many of you might have interacted with miss Susan Shaw over the years for these mega projects and Susan just recently retired from so I'm filling in this capacity and this evening with me I have members of our feet out project team I have Mr. nice who will join me in the presentation in just a little bit he is our project

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manager for the project have some other members of our major projects team our consultant team I have miss Michelle Holland who has our mega projects communications manager so we're glad that you're interested in our project this evening and take time to join us we're going to go ahead and get started with our presentation and have some time for question and answer and kind of make you for you to look through our boards that we have brought with us this evening this is the same presentation that we provided mentioned just a little bit ago we had four public meetings we held earlier in September so we'll go ahead and move through this on the agenda for this evening and our presentation is we're going to give an update from things that happening on the project since our last round of public meetings which is the last round previous to the September meetings were held in May of 2022 we're going to begin by walking through the purpose and need for the project we're going to talk about the 10 preliminary alternatives that have been developed so far for this study and then we're going to talk about the study timeline that we're working on and some of the next steps just to give kind of an overview of our study that we're conducting this is an environmental study it's to comply with the national environmental policy act so we're evaluating transportation improvements that would extend and provide continuity of an express lane system on the southern section of the capital Beltway the study is being coordinated with a number of different federal state regional and local partners and some of these key stakeholders are listed on the slide in front of you the specific study area that we are looking at is 11 mile section of 495 the capital Beltway begins on the western end just east of the Springfield interchange in Fairfax County and it extends to Maryland 210 on the eastern end of Prince George's County Maryland and this covers the last segment on 495 that currently does not have an express name employment so for those of you who are all familiar in this this room with the quarter this slide is what you would experience on a typical day driving through this was a snapshot that was taken in September of this year and it's weekday afternoon travel period so that you can see the congestion heaviest in the eastbound direction in the afternoon and that's reflected in the opposite direction this has been mentioned earlier accidents often impact that travel time as well to the next part of the presentation nick is going to come up and he's going to talk about the purpose and need to go through some of the alternate thank you Michelle so Michelle indicated as part of this study we are completing an environmental assessment to comply with as part of that process we're also following Virginia's merged process NEPA 404 process and as part of that process the items that you see before you on this screen we are we are following those pieces and as part of the merger process we're also there's also several concurrent points with our federal concurrent agencies and for this study Federal Highway administration of federal agency on the Environmental Protection Agency and the US Army Corps of engineers those are the three concurrent which we concur in the process are within these steps in the process so you have your initial concurrence point is the study methodologies which we work with the agencies to make sure we understand how we analyze the resources along the corridor then you have your purpose recommended conceptual mitigation is necessary as part of the permitting process so as you can see from here we initiated our study in early 2022 and after initiation of this study we did develop our methodologies the methodologies we started working on developing our purpose and need statement and it's Michelle know that we held public information meetings and the agencies to present those that's part of our alternatives meetings so we receive input on the purpose in need and then work with the agencies to secure their concurrency model statement 2022 that the purpose of need be then concepts for this study and we've been working on that since and presented those primarily return concepts epicenter meeting you were presenting those here tonight there's this step on that range that would be the point where we get into the detailed analysis associated with the environmental assessment and that includes how does that work analysis would be conducting the analysis associated with that we also look at the resources along the border natural resources whether it's streams resources you've looked at and analyzed associated with once we've done that we would identify what we would call a recommended preferred alternative and present that along with the results of the to the public in the summer to do for that and following see concurrence present that to the Commonwealth decision on the environmental study this piece so indicated the purpose is to evaluate transportation improvements that we extend Springfield interchange Fairfax County associated with additional travel choice reducing congestion travel reliability safety and being consistent with local regional plans which also includes you have developed 10 concepts that you see here on the screen get into a little more detail on each one of those subsequent slides initial evaluation criteria is qualitatively based it's based on the needed elements in the screening criteria that you see before you hear any alternative that does move forward for detailed analysis in the environmental assessment would include consideration of by pedestrian facilities getting into the concepts and just before I do have some questions there might be some confusion on somebody's graphics snapshots sections of any proposed improvements would currently include improvements from the Springfield interchange to 210 interchange so right here we have our no bill alternative essentially it is it is maintained existing infrastructure as it is benchmark for analysis so our next slide is based on transportation system management transportation information management this this concept is associated with ramp figuring extension or acceleration and acceleration lanes and active traffic management solutions and as you can see we have our graphic here showing how character our initial qualitative assessment next have shoulder use this would be using the existing shoulder as a travel lane during peak periods you have standalone transit concept this would be a new dedicated transit alignment along the 95 corridor MTM turn concept Michelle going to speak a little bit more to this when we talk about the DRP study that was recently that this typically would include new bus routes adjacent park and ride lots and adjacent now we get into our capacity improvement concepts so you have your one general purpose

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lane that would in each direction along the border similarly you have your two general purpose lanes speak to the concepts Virginia regional Northern Virginia or what the Northern Virginia regional Expressway network looks like today it's 9090 plus miles of express lanes are currently playing in the network in Northern Virginia 94 miles are in service 3 miles north instruction that includes four 95495 northern extension as well as focus Blvd. And two are under study and that includes this study as well as the 95 by directional study first line concept includes adding a buffer separated express lane in each direction along the 495 corridor similarly you would have the two express lane concept that would be buffer separated along the entirety of the four and then our final concept is the two reversible express lanes that would be reversible. In the media we have had many questions on if there are express lanes where would the access points be along the corridor so right now at this point in our study process we would assume that the access points would be at the entry next then you have an access at the orange St. South orange St. interchange the Route 1 interchange 295 and 210 interchanges and then access just east of the 210 interchange where you enter next with that I'm going to turn it back over to the show mentioned in some of the alternatives that he presented that are under consideration transit and TDM accommodation is important to the region and our transportation network in early 2023 our sister agency DRT that's the department of rail and public transportation they completed a separate transit and transit transportation demand management study that is helping inform our study this all going on 495 South side express lane study their study was multifaceted and inventory the existing transit rails systems that are in service the bus transit service and the new parking practicalities that are along the border they looked at TDM programs that are in our study area as well the study also identified new transportation alternatives that could increase mobility in the corner near mid and long term transit TDM service improvements and identified ways to maximize use of multimodal facilities three key takeaways are on the screen these three key recommendations included new or enhanced transit services along the border new commuter assistance programs and then technology that could encourage the use of transit and this new technology example would be some kind of new app that could be used to locate where bus stops are located or to find subway or metro schedules parking space availability in the area so those were the findings of the DRC DRPT study for the Woodrow Wilson bridge when it was constructed in the early 2000s as was mentioned earlier this evening there was space that was preserved on the bridge for future HOV or express bus or transit for future HOV or express bus or transit lane one thing that is important to note for our study that we're conducting we are not considering widening that structure to make use of the space that is that exist today on the structure and we also wanted to note that it's not feasible to relocate the barrier that separates the through and the local lanes that exist today due to some limitations with the drawbridge span right the current graphic on the screen I'm sure is what a lot of you might be interested in this evening and this graphic is an important one to represent the illustration of space preservation for transit options in the future and at the top of the graphic you'll see the two express lane option and expose about earlier and on the bottom half of the graphic it demonstrates how that two express lane option could be converted in the future to allow for a rail option on the bridge as mentioned we're not considering physically widening the bridge structure with our study that's ongoing but this does illustrate A phased approach it is feasible for a new year and a longer term solution in the near term a one or two express lane option could be achievable but in the future of the rail project could be implemented and there's several ways that I'd like to just point out and reassure that this long term preservation of rail transit could be an option and that we can ensure that one is memorializing the commitment for that space and the current needs the document that we're working on and then that commitment that obligation would be monitored by the FHA the Federal Highway administration and then if an option is selected out of our study for an express lanes concept and the project just moved forward as a public private partnership P3 type project contractual terms could be implemented in that in that contract to require the conversion of one of the lanes to a transit rail configuration in the future so additionally another item that is important is basketball and pedestrian accommodations and those can be considered with any of the alternatives that we've presented in our study thus far and be honest working with stakeholders that are listed on the graphic to see what testing networks are available on the border and what improvements can be made as you all are aware that the quarter is constrained from a right of way perspective so we're looking first at what existing facilities exist where there are opportunities to improve upon the facilities that are there today like for example if there's a sidewalk that could be converted to a shared use path or where there are some fill in the gaps so to speak coordination with those key stakeholders as we continue on with our study so the next slide highlight some of the next steps in our schedule that we're working to with the project with the notable milestones include in some anticipated briefings to the Commonwealth transportation board which are anticipated for late this year we plan to hold some public hearings for the project and these will happen in the summer of 2024 and that's where we would talk about our preferred recommended alternative for the project and we are targeting a decision for the environmental assessment in late 2024 so late next year so next slide is how to stay involved or how to stay engaged with the process and our study that's going on so we heard some concerns about how to maybe do that or how we can do a better job at promoting that one way if you're a citizen here tonight and you'd like to make sure that you receive periodic updates to bring some sign in sheets tonight and if you sign in and check one of the boxes you'll receive periodic emails about our project so if you're interested in that you can sign up for that we do have a website that you can go to for updates if you sign up for the e-mail you'll get that newsletter that I talked about we do have future public engagement opportunities to some mention we'll have some public hearings you can contact us at the information that is listed on the screen to provide input as well on

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our study as we also mentioned there is from our last round of public meetings we had a virtual meeting that was recorded and that is available on our website so if any of your colleagues that were available to join us tonight would like to you know watch that that and then last we have our key project team here myself our communications director nick our project manager we have our contact information if you'd like to reach out for us directly the slides and that is the end of our formal presentation hi there question points there will be it's just this is this

Question would you like to take questions it seems as though the access points stretch so there would be insensible to this community here and my correct back to the slide points very early on in this study so there's not been a determination but at first glance the access points for right now would be where there is current access today key interchanges that exist today on number 95 and this would be if an express lanes concept is selected as the recommended preferred alternative than an express lane concept would be a variable priced total option that means it's a managed lane that means the total price is based on congestion pricing it is free for HOV three or transit so it does offer a commuter choice it's not particularly favorable for a lot of people I think it's there are some benefits to the yes Sir traffic analysis in the next phase study your recommendation we're getting ready to do the traffic analysis so we're working on that piece now and then this is an environmental study so we will not be doing some very high level conceptual work as we move forward to refine these alternatives there will be detailed engineering plans if you will for the concepts that are refined and move forward with the study that there will be some level of detail for the refined concepts I'll just add you added just the traffic analysis though is as Michelle noted will be included with the environmental assessment and our we'll have a recommended preferred alternative when we come to the public for the public hearings part of this we are doing a Traffic Safety operational analysis to this detailed and it looks that is always maybe improve some of the insects trees but as far as the HOV it could be low and what role so my question is what role does the community input have to making sure that such an outside option is known to whoever makes we have a new build option that's included and that presented here this evening so that that is included right in our study and that will be included in from the community meetings and then ultimately they recommended deferred alternative the Commonwealth transportation board and then ultimately Federal Highway administration. Formal public comment period and those meetings will be held we anticipate next summer this is that too that when the Commonwealth transportation board does make a decision you can go and wash your yourself in favor go down to the right side yeah just quick question used the entry points are they entry and exit points or are they just entry points so I'm going to I'm going to call on Christine here because there are entry and exit points and right now we have some of some built-in assumptions like for example 295 is you and you exit to the north you enter to the West right yeah and then and then 210 you enter to the West to the West and then I think are just past 210 the exit entry points is request entry and then 210 is full because there's just some right now this may change identify which access points are the highest volume and then our engineering analysis go back to that slide feasibility of providing with ramps and which direction so nick was talking about the two interchanges located in Maryland but 295 there was space preserved for potential HOV ramps as part of the bridge construction so we're looking at feasibility of implementing similar ramps as part of this project and that would be describing in the eastbound direction north and coming from DC on 295 one ramp going from 295 last down from the bridge towards Virginia and then at 2:10 in Maryland because it's towards the terminus of this study we're looking at West of several so I think one of the key takeaways though is we're not far enough into the study to have we haven't completed the traffic analysis we're not doing detailed engineering plans for these so we won't know the definitive answers to those questions yet we'll go to the lady in the yeah so as I was looking at this I was kind of struck that it seems like the Jack is being stacked towards and expressly tolling concept because you know system continuity is at the top of your list of needs and so my question is how long has VDOT been wanting to make that stretch and expressed part of the express lane concept how long have you been presenting that to the public this way because it it seems to imply that they're to me that some promises have been made to somebody somewhere or somebodies without the community's input I would like to just note that the study we're conducting is in response to a study that was requested in the regions long range transportation plan from TPV so we're fulfilling that request so it was if you will so that's why we're filling this request to study express lanes on this segment of the 95 if I may just looking at how everything's laid out here and the alternatives that are laid out going to the gentleman's point up there where he pointed out that there weren't any non-express lane HOV non paid alternatives as part of your concept I just find that very disconcerting and quite frankly off putting because it does look like your study is being set up to come to a certain conclusion that the community here may not agree with again this was our study that we're conducting is an environmental study it is in response to long range transportation plan from TV so that's why we're conducting this we do have a number of alternatives as you can see from our presentation that are not express lane alternatives but we are doing our due diligence to focus because as a key metric in that TV study we are doing our due diligence to study express it's not the only metrics and there's no weight on them so express lane continuity is not weighted have more heavily than non but there's five the study that she's referencing was added to the constraint plan in 2021 the gap in the in the system for express lanes from the Springfield interchange to a point in the Maryland and we had that we picked the spot because as part of the and we are working with Maryland on a very regular basis but we as part of the process there's a term so does it make sense to include you know go all the way to 210 and do you need to make any additional

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treatments the question that we have to look at we also have to work with HW a barely partners to make sure that that's the case and so as Christine indicated there was there's space in that area that may maybe improvements in their more logical so that's kind of why we're looking at those continue going down the right side I have a number of comments and a couple of questions it's a lot so feel free to cut me off and allow others to get involved and then come back to me later that said I'm probably talking from a large group the study process slide and the DRPT study didn't mention more model and the DRPT study evidently had a conclusion the second bullet I believe that something about mass transit wasn't economical actually Mona doesn't agree with this and I find it preposterous that they are not involved early on in this discussion now you mentioned the possibility that yeah we could build these extra lanes and twenty 30-40 years from now one of them could be converted back to mass transit and that that could be memorialized in a contract to solve Scott's problem of paying out \$50 million to make conversion later here's my question 20 years ago wasn't it memorialized in the original agreement before the bridge was built that mass transit would have those two lanes and you're not trying to snitch them something the things about back here one of the things that you don't mention in your description of the bridge is those two center ranks who say they're reserved for transit way more than that those are particularly built and stressed they're much stronger than the rest of the fridge they're built and stressed for like for heavy rail anybody that would go and look underneath the draw spans will see that the center section of the draw spans are significantly stronger built than the rest of the bridge it's disingenuous not to reference that that was how that grace the extra money was put when the bridge was built right and to this lady's point may I have the slide showing the study area you know Springfield to the bridge so I don't happen to drive this very often so somebody else in the room feel free to climb in here the back up in the in the afternoons is from the bridge back to at least Van Dorn maybe occasionally towards Springfield OK so you're going to do an extension that goes what 4 miles up the road to 2:10 so you've moved a 12 mile bottleneck 4 miles that leaves an eight mile bottleneck right where it's been the whole time what are we accomplishing here and on the Wilson bridge itself you have the two non-movable barriers now I realize you haven't done any engineering yet but junior high school geometry will tell you that if you have three lanes now between the center and the immovable barrier and all of a sudden you want to put in a 4th lane existing three lanes get a whole lot narrower I don't happen to know what the legal limits are on how narrow lane can be but it just impresses me that's a lot that's several feet that's going to come off the web of every lane and I can't believe that's really safe elsewhere pause there and try to start answering some of your questions first I think Michael talked about our coordination with Humana and some of the studies that are going on and it's a good question and maybe we should have been mentioned earlier our ongoing coordination with in Maryland and some of the other agencies so we have there's think there's through the process we've been coordinating with over 48 stakeholders agencies including the data so we'll nada is in attendance at that I mentioned earlier the merged process that we follow Virginia which is similar to Maryland's it's called the interagency review meetings the nuance between the two is that Virginia federal agencies concur in Maryland all these but we are working with Maryland go to concurrence point be presented to the get their input and then they decisions and then also and we also have a state that includes more of the transition planning organizations in the region is also in attendance but they're not important enough to actually have listed their name as one of the coordinating agencies there's a lot so yeah sure we that's a good point in the future our slides we can certainly make those adjustments and we are with them and they have provided some input and some of their initial coordination was to not preclude rail you know whatever we're doing to not preclude future rail we do know their study is ongoing they just finished up their public involvement their program and public involvement we've coordinated with them there currently assessing the information that they've got and hope to make a decision on what their recommended preferred alternative is to make that final decision so that's I guess I'll pause there where they are in their it just doesn't it doesn't fit with facts one thing to note about study in our study is just because we're on different time frames with our study doesn't mean that if they reach a decision for a recommended preferred alternative and we reach a conclusion with our study for recommended for an alternative that those two things could not work in concert with each other we've talked about preservation of space on the bridge for future rail transit also talked about or we haven't really touched on project financing neither project is funded right now but rail funding for those projects can take a lot longer so we're trying to find some intermediate solutions near term solutions for congestion and then would be a longer term solution ending on funding outcomes I think if you also look at some of the information that will nada has put out in their recent slide decks they have some different time frames for implementation of large rail transit projects that are a little bit longer time frames and highway projects and I know it might seem to the public that both of these projects take a long time but if you look at some of their time frames it's a little bit even longer than how we project you have some other questions that you talked about moving the bottleneck we'll just address that one and then we'll move on to some other questions we do have and the problem that we're really that bottleneck on the other end is not answer your question and that is part of our traffic analysis that we'll be conducting as we've talked about a little bit earlier tonight this in the next phase of our project origin destination data we'll be looking at traffic along the 495 corridor as well as those size streets so that we'll be able to make some informed decisions about this traffic congestion issues that have been brought up and so that will be local traffic impacts as well as on the main line of 495 the problem is the traffic is shopping on the other side of the bridge and you've not talked at all about what Maryland is going to do these fresh lines work fine if you add lanes and you've got a through shot and then they work great and I have no complaints about what has been done but at this point as

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I understand Maryland has made no commitments to have a through shot you get there and no matter how many lanes how much you make people pay or how it works you still got the same problem with the backup when you get into marriage it's not a receiving spaces you know your problem the traffic analysis will conduct will be booking where we end these facilities to make sure that we have an acceptable level of operations is Maryland participating it's not rocket science yeah if you try to cross the bridge one evening to try to give everybody a chance thank you very much for coming and we appreciate it you've given this presentation of the mourning council and our transportation committee already you had a deadline for comments on the study if I remember correctly that has come and gone are you going to read open that or is there someone in this room that's taking notes for what we're writing about notes from this evening's meeting the comment period to be part of the official response from those public meetings didn't close on October 10th but as we showed on our slide there you can still always make comments on the project well what I would like since you heard from our state elected officials that they were surprised you didn't hold one of these here is that you reopened that. So these folks can officially put in their comments because otherwise I don't think we're real comfortable with you going yeah you could still comment but the other question I have well there's two since this is going to be a partnership if it goes through with TransUnion urban whoever they are how much are they making and how much are we getting and not to be dot but to this Fairfax County area and you have said three different times you cannot tell us where your right away and easements are and that in other briefings you keep telling us you're only going to build within those but you have no clue where they are and that's very disconcerting that somebody in VDOT has no clue even at this stage so we still want to know please where are your right ways and easements because honestly we think you're going to build outside of those which is going to completely destroy any opportunity for north gateway to be redeveloped and the fact that at route one which is right at the OK where you want to put these ramps we fought for eight years to get rid of a ramp that was always already going to be there so like to hear a little more data now you would fine thank you I guess the first part of your question or comment was The project delivery method has not been determined so we don't know if the project will move forward as a public private partnership so that means we don't necessarily know if we'll have a concessionaire or not that has not been fully determined that could be processor independence as far as right of way for the study that we're this underway right now things that we're using we're using county based GIS to determine where the right of way is if you have a question specific to right of way for existing roadway plans that will have our existing roadway plans we just haven't married these two efforts up yet because again we're at very preliminary concepts for the 10 preliminary alternatives the comment period. We can take that back and evaluate whether we can open that back up for this typically when we host public meetings just as our general practice for your information we try to hold a public meeting a citizen information meeting or public hearing as close to the corridor where the project is as reasonably possible that's how we select locations for those meetings been our typical practice for many years agree or disagree with that but that's how that the locations are typically part of this process we held a virtual meeting and then we held the meeting which was mentioned earlier off of Franconia at the Springfield high school we held one in the city of Alexandria at the nanny daily rec center and one over the bridge in Maryland and Oxon hill high school however as part of our outreach we are always out meeting with communities I mean this is intended to be an ongoing guys it's not like those are the only meetings we're going to hold and we'll have an opportunity just so you know to provide formal comments again prior to the public hearing so as the Shaw mentioned just because the comment period ended for the last round of large public information meaning we can still and still why that we have available all the time and then there's going to be another opportunity to provide formal comment testimony that will be part of the public record the previous comments available to know what you know what people have said and what she responded to you can yeah you can you can go online and actually view the question and answer session for the virtual meeting and we are producing a summary report now that will be posted online as well and the may meetings this summer the question and answer session the whole presentation may 2022 and we're working on the summation of the last round of but again that doesn't mean that we're not going to be meeting with the public until the public hearing I mean that's we really appreciate the fact that the senator office coordinated tonight because it gives us an opportunity we want to make sure we're reaching the right people and as Michelle said if we haven't reached the right people you know these sorts of this sort of feedback is telling us we need to be talking with the groups here in the Mount Vernon area the mount council we want to work together we really want you to sign up to make sure that you're getting our emails and our notices about meetings and that's that really is the best way that we have to make sure we can continue to talk throughout this process so this is the start of our dialogue and our coordination we need answers and then we need to know what Maryland is doing we need to know what the right of way is we need to know what you guys are really thinking not just general seem the same briefing over and over again we've been asking the right away question for year and a half since may OK and no one wants to get back to us as far as the you mean the right of way the right way question that was just asked is what we're using for the project our question is this so you're going to build additional ramps at the entry points let's take ramp one because that's the one closest to us to build additional ramps or even to build out what's already there you're going to expand now you keep telling us it's within the defined right away we doubt that and we want to see it on a map because if you build out you build into the area that's described in the north gateway plan and you're going to demolish that plan altogether that's the issue you're conflicting with something else but you're not showing us the map to clarify so with this level of this study and I know this might be a frustrating answer for you to keep hearing don't have we haven't

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advanced the concept to a level forget the concept we just want to see a map with the right of way that's already exists you want the existing yeah right the existing right away as it exists today will have the existing plans for the interchange I think I understand what you're saying Sir and what we are using is county GIS data that has arguably the most recent up-to-date right of way limits it's the easiest data that we can use working with our locality partners to get obtained and we've said since the beginning of the study that that any improvements that we made will be largely within the existing right of way we haven't gotten to a point where we can actually assess impacts so we don't know where the impacts are but we've been given a directive to try to stay within the maximum extent that's the difference months ago the statement was you were definitely staying within the right of way and we doubted it now you're staying largely Michelle new project sorry the bottom line is stop at all of this stuff don't realize what it is but show where they exist now because that's what you're telling us you're using I will sit down after this meeting and come over we can talk about the data that we're using put them on your plot on a map mark the next step in the process the next day now small comments or what was already built I want to see what your existing right away easement is for what's already concrete that's already there so we can develop what is currently built in the field where the existing right away I mean it's right up there with not an answer about where Maryland stands on this whole idea you know last we heard from the newspaper is that Maryland thinks it's a terrible idea over here and that's the case why are we doing something to hook up with a terrible idea just don't understand has been a coordinating agency have provided official comment on the project for us as part of our last round of public meeting are they going to build are they going to build something similar so you got somewhere to go I mean this is going to be clarify trend dial down a little bit first of all you're a Maryland a second that's one and I've had some conversations with the people of Maryland just underwent a change in governorship and their former governor had very different view of hotlines than the current government and so who knows what the new governor's going to say right so the whole Maryland situation is out there there's nothing OK so take variable in all this right so that's just that's information that I know I'm not sure Maryland has been providing input there was a meeting in Maryland but they're new governor secondly there was there was some questions and that makes what decision OK and I think what these folks were talking about is who makes this decision on the final NEPA document the final which I'm not sure that was what the question was and there are several decision points in this process that happen some of which bother me and I just want to make clear how we got here so TB is something I just wanted what we had TB tonight you think I'd know having some entity out there planning for my area yeah end of this Denny's local government local government talks to Congo lot more than I do or don't get signals I mean they'll get crazy don't get sick could you tell us is the council of governments which is like a it's where all the local governments coordinate with each other and to some extent there's one or two legislators that go to those meetings I'm not senior enough to go so I've never been to any of the meetings planning for our big metro region and the federal government requires us to have this kind of planning entity to make regional this help that help us make regional decisions so the federal government as somebody speak to the region and the TPB I guess is the subgroup of cog which helps cog reach transportation conclusions and I guess somehow this got into the car my guess for the TB plan my suspicion is that it got in because Virginia has become a fan Virginia Beach VA not me but big Virginia has become a fan of these express lanes and they kept his express lane concept which you saw and via you know V dive express which is what these folks are reacting to follow those sort of plants so anyway that that that got into a plan at some point I don't know when I don't know how I'm sure if I asked I could get some answers to that but anyway that's in there I will tell you that my understanding is this study was begun at the direction of the Northam administration right the very talent of the N administration they went to the common transportation board asked, transportation board to begin this express lanes study which is what because I had to ask that question I didn't understand how all this began and I didn't even know about it and I the answer I got was that right they made a request the CTB you approve this and then told them to start going off in this direction in addition to that I found out after my name with them that the Younkin administrations required them to start studying on bidirectional I-95 lanes which I didn't know about until a month ago directional I-95 off so that's that they're also studying separate from right now this is a process right so the final alternative thing they present to the college transportation board which is a bunch of appointees by governor Duncan and you know governor whispers in people's ears before we put them on these boards and having views which my point of view were largely not big transit fans and that board then approves the Nathan document the NEPA document the sponsor what they're talking about finding doesn't even impact on the need a document that sort of sets the table for the next stage it sort of is like the it sets the green light to then talk about how we're going to build something OK yeah now the building process is a whole and they're by the way the TV goes to make no translation there'll be a whole big public meeting for that everybody can come and yell at that point too but on the building process there's a bunch of different ways this these things could get built and I I try to preface that a little bit in my comments because the first set of lanes from the Beltway to 234 were billed as part of a negotiate the governor McDonald negotiated contract with Transurban and that kind of thing and then the second one was the Beltway ones which we're all set with Transurban I think that was also McDonald might have been a call if I can't remember and then governor mccalls negotiated both the he negotiated the I66 lanes which were the different vendor not Transurban I66 transit partners or I66 partners and I think the express lanes were negotiated by north there's no legislative input in those contracts they don't come to us and say General Assembly please approve these the governor can do them on his own and there's reasons for that policy reasons that the governor has that amount of discretion um 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the interior I 66 lands over were done by VDOT OK and they were they mentioned you mentioned really quickly didn't say very much there are some benefits to this I just want to point out that when these projects are when the Transurban projects are approved they typically pay a big slug of money at the beginning and a big slug at the end so like they say there's \$300 million for the locality program it into things like more transit more bike lanes you know whatever more boxes I don't know I 66 lanes the toll revenue the profit offer that every year because don't buy VDOT is being reprogrammed into projects every single year in Arlington and up and down the I66 corridor there so those are some benefits but all they're doing is basically taking toll money and monetizing it and you know if it's done by private party it goes the corporation goes their shareholders goes the bottom line if it's owned by taxpayers like the VDI project then it gets reprogrammed more broadly but anyways those are just some pieces of this that I think are important to understand as we go through this process it's a very complicated and long process and this is just the very beginning that sort of sets the table for the next step that's the next step after that but and I have my own views on which I've kind of had exactly said but you know but the feedback tonight things very helpful anyway I just want to say those things I want to I I want to say some of the things that tonight we're mainly here to hear from you all and I just wanted to sort of remember these guys are doing their job so don't take it out on them they're following what the CTB plan said and what you know the secretary of transportation told to do and all that and the feedback is helpful but just remember they're doing their job therapy is important we also just couple things you touched on there are from some of the concession agreements we have there are dedicated transit payments that we receive that are annual and they go toward you know bus routes park and ride other things along either the 95 corridor or 495 corridor so there are some other benefits to those that might not be immediately apparent in your design study when I looked at the criteria and I asked who benefits I think a snowbird drivers from Florida to New York may benefit more than a resident of Fairfax County it seems that you've already laid out the measuring sticks where is local community in this So what will the weight be against the guy speeding through with the Wilson bridge as nick mentioned there there's no weight to any of the criteria we're looking at there won't be any weight they won't give metric that you multiply against a factor to get through score no not for these they're no weights but again if we talk about benefits of different alternatives there are when you add capacity there's always a always there's a reduction in congestion that has an inherent safety benefit there can be and we do have the improvements there's replacement of aging infrastructure there's replacement of operational equipment that is on our roads so you get newer better things that are out there newer technologies with newer operational equipment and then we also with capacity improvements to end you take that traffic that is now when that main line is congested that's trying to weave its way through neighborhood streets and you have a capacity improvement on the main line and it removes that congestion from those neighborhood streets here the problem is just respond before went outside I the easiest way to kill an either study or EIS is to litigate against it because you haven't measured what it does to the local community and I think you do need to think about that alright let's go to I want to thank senator servo because otherwise I would not know about this meeting or the project and I think you have me on lots of V dot list about projects in this area so I'm kind of shocked to be blindsided and I I just as an informational thing I don't understand you meeting and space could you go back to the slide that shows the whole corridor I'm sorry so you have a meeting at the end Springfield high school and one in Alexandria and north of the study area and one in Maryland and I don't know where the other virtual I don't understand when one of the biggest impact areas is going to be this route one something or other because it's one of the major notable moments how you could have it if you don't worry I'm somehow and I really want you to open the comments because I want these comments to be part of the record of all those other meetings it makes a difference to me personally OK because I feel that's your responsibility your response secondly I don't understand the building things you just talked about capacity and outside of using a shoulder can you just explain how you I mean there's no infrastructure improvements like a new lane right but all these other transportation improvements on the express lanes except I 66 inbound inside the building they've all added lanes right they've all added infrastructure I think right I mean we're talking about a project that really isn't going to add capacity the way I understand it and so if I misunderstand it explain what it is doing because otherwise I think you're just squeezing all the existing traffic into fewer lanes so if you can Lexus lanes open up and people can spend money go faster I really wanted to understand it better on on solar alternatives that nick presented tonight we have the add either one or two general purpose lanes or add one or two express lanes options those would be capacity adding alternatives we're not taking away lanes that are there we're saying that the bridge structure itself the mile long winter Wilson bridge when it was filled and I worked on that project for about 8 1/2 years it was built with the space to accommodate a future a future HOV lane or transit or heavy rail and that space was basically stripped his shoulders for and that's what it's being so the space is there on the bridge for the remainder of the quarter that we're looking at from east of the Springfield interchange to Maryland to 10 for sections that are not part of the bridge structure itself we would have to add capacity to implement one of those options that actually so I think you know I'm glad you said that because it's not just you could improve your graphics here a little bit that way but I also think that it really does speak to the people who are very concerned about right of way and the disruption to existing neighborhood fabric and you know why we're here because we like to live here yes ma'am so I actually work in Waldorf MD so I do this drive every single day so I work out of Waldorf and when I am at of course I take the local lanes coming out of off of Fort hunt Rd. so that like everybody saying that bottleneck is right where all those layers are ending so every day you know and I'm opposite traffic most people are coming into Virginia I'm actually going the

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other way and one of the reasons I moved to this area was for that opposite traffic So what that what I'm finding what I find every single day is as soon as those lanes are ending the express lanes and there's that bottleneck and I still don't feel like I would love to have people out of my lanes and into some express lanes spend the money if you guys want to go for it but I still don't feel like we're going to I'm still worried about that I still have that same problem every day where all those layers are coming together and that really doesn't solve a problem here you know that's like we're I think we've all talked about that that bottleneck is still going to and I don't know I I don't know what the solution that is because it's some point something has to end right my other second common question is why did we do historically what did we do the other asset side of the Beltway the Tysons area obviously a lot more traffic and then wait for so many years to do on this side of the you know on the southern side here why did we wait do we have any history on why that hasn't been done up to now or anything like that why wasn't that all done at one time recently bridge project itself the corridor actually extended to us in our Ave. that new ramp from the ruling was part of the Rosenberg project so there is a gap between where that ended to the Springfield interchange that 495 express lanes um goes from just West of the Springfield interchange before Braddock Rd. to near the Dulles toll road interchange so the Springfield interchange itself is part of the 95 express lanes so the gap exists right there right and that's what Michelle and Nick were explaining that at the beginning was called the gap study because there is a gap there and so that's why we're looking at improvements what could be done to improve conditions in that gap area yeah it's good evening so on your alternatives post with the evaluations and system choice or choice and then also yes so system continuity and travel choice are listed there isn't been a lot of comment right now on the fact that many of the people who use these roads in fact the majority don't actually have travel choices they don't get to choose the toll lanes especially when it's crowded because the price goes up because that's how you make money and also maintain it and when I looked at the chart you presented which showed the different alternatives and whether they would deal with the safety improve safety and reduce congestion the one that had the building of more lanes is general lanes rather than toll lanes also reduced congestion improve safety and also where consistency or compatible with the regional plans so my question on This is why is system assistant community just for toll lanes something of importance and also why is travel choice it implies travel choices whether you can put three people in a vehicle or whether you have substantial funds whether it's paid for by you or by the company you work for why is travel choice not considered for people of income levels below that as part of the travel choice so I think I think that we talked a little bit tonight about travel choice is is on these managed lanes is for HV3 it's free it's free if you're on a bus so on transit so more people that are riding buses takes more cars out of the general purpose lanes which again reduces that congestion so that's some of that travel choice the reduction in congestion on the general purpose lanes is is the safety factor that we've talked about because it's taking that traffic off the general purpose lane it's also removing traffic from some of these side streets the one the main one is congested they seek alternate ways to get around if I may the amount of people who actually use the amount of cars in the toll HOV lanes is less than it would be if they were simply there and not toll which of these that would reduce the congestion in the other lanes more so all I'm asking here is if travel choice would travel choice not be enhanced simply by more general lanes there would be more places for a lot of people since the majority of people do use the general lanes there is some travel reliability time reliability for commuters with managed lanes as well the other benefits we've talked about transit payments that come from concession deals that benefit the whole quarter that maybe it's not immediately apparent offer just talking about choice what we're what we see in the express lane facilities in Northern Virginia today many of the users of the express lanes if they're told if they're choosing to use them and pay a toll it's not necessarily an everyday choice they would make it's it could be a monthly choice it could be on a certain day of the week where they need to get some to pick up here or to make the soccer game it could be if you have a doctor appointment and you're running late we've talked to our private partners that are operating 66 outside the Beltway they've only been open a short time but there they have data saying that the average price that their customers are paying I think 70% of their customers are paying per month is \$35 and you know for somebody that they're going it's a choice you don't ever have to get on the lanes if you don't want to but for somebody who needs them the point I'm trying to make is it's not just for somebody who has a lot of money per se could be somebody who we have to choose to use the language all right we'll take just a few more questions here this evening so we'll take the gentleman the green shirt other studies both locally or national so travel choices I don't know of anybody who goes you know what because there's HOV three I'm going to talk to my friends and neighbors and say are you traveling in some direction and let's carpool together so that we could become three people drive the way they drive but there's one of you or it's a couple you are what you are I just can't imagine there's this percentage of change their behavior OK choice to become HOV three computer you can you either here we have a tremendous flooding population on that quarter yeah but that that's one way 14 mile 495 express lane before they were built there was no formal transit option or culture that existed it wasn't efficient it didn't matter if you were a carpool or or a single occupant vehicle or bash you were going to sit in the same congestion that everybody else did but the express lanes have provided as Michelle explained that faster more reliable trips so it's attractive for people to form a carpool 495 express lanes have I don't know the percentage but a good amount of people that carpool every month on those lanes and the back to the council of governments they have a regional program called commuter connections and they offer financial incentives of at least \$100 for people that form new three person carpools so there are programs out there to motivate people to form them and lots of these projects have provided infrastructure to make it easier

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95 hatchback carpool culture all the other corridors don't necessarily but now I'm 66 we've added carpool lots over 4000 new parking spaces so people can you know doing carpool really good connections near transit centers on the orange line so there it's just about providing new options that don't exist currently I think the gentleman in the room maroon shirt you haven't had an opportunity at this evening for question so I would like to observe that I have a lot of difficulty understanding the benefits of this particular project and part of it may be presentation so one of the things I would observe is I go down route one going South i'm not going to people going north and in the afternoon back on to get onto 95 can be really substantial and I asked myself logic and it seems like talk about how there could be benefits to those resources but it's not very clear how those resources could benefit our community and surrounding community and that would be I also think about the to me one of the most important things is natural rail so really appreciate the comments in particular that don't get it made Scott made earlier about kinds of and the and the future of this area so depending upon what your view is of the future if we end up putting turning those lanes into HOV lanes I think it's going to be a lot harder to put them back and so on and if we really believe that we want to get people off the road it kind of feels like it's the wrong direction it kind of feels like it's a way to generate money and naturally on the case then I think the thing to do is be upfront I'm not clear that that's the case either there's so I'm basically expressing frustration with the confusion from listening to the presentation I know you're just doing your job and I know you would have to do this it seems like when I would love to see is I would love to see people come together have a common understanding everything that understanding yes this is a transparent decision is going to be in everyone's interest and everyone may not think it's the best option but at least they think it's a reasonable one this concerned by what I've heard to by that through our process that we're going through this neighborhood and the public meetings we're having and how we try to push out information we would hope that we would have an engaged process where people feel informed and rather we could you know at the end of the day agree to disagree maybe that you know not everyone will like every project that we try to advance this evening sentence brought forward do you think it's still worth noting that this project this study is going a lot of stuff quite project yet but it's a study and if it is advances could live with another project that is advanced by a transit organization like Ramada and the two do have opportunities you know to live together they're just maybe on some different time labs or time frames depending on how they advance those projects and I think there are some opportunities that with within the framework for both projects ours there can be commitments that are memorialized in the document that we're working on and wants a commitment is in a new document then that is an obligation that the Federal Highway administration that we're working with has governance over and they make sure that you meet those commitments if our project moves forward as an express lanes type concept and we move forward into a public private partnership as the as the senator has mentioned a couple times tonight those deals have evolved each one I think we're getting better and or maybe the words he uses were savvy and making those deals which is a good thing for all of us as taxpayers you know we had worked at the state of taxpayers too so we like to make sure that deals or good deals and there are ways that contractual relationships can be made to have things preserved transit is one of the things that was preserved in the 66 steel and that's one of the last ones that was made so I think that we can do that there are some and I don't want to bore people with this but there are some other structures and those financial deals that can be made for longer term looking at that for revenue sharing opportunities that benefit the Commonwealth as well when there's revenue sharing opportunities longer term and those deals are made and those offer up opportunities for transit mobility options as well so hopefully we can all get to a point where we're having a little bit easier process for sharing your information I think we've had a lot of good takeaways this evening we'll work on what we can do to get our comment period active opened up so that we can get your comments taken in for our public meeting better briefing we'd be happy to answer some of the questions that you have at the boards if you wish and if there's anything else from any of the senators or delegates that you'd like us to address here this evening but I know you had the meeting scheduled to 7:30 would you like us to continue or do you like us to wrap up or the library will pick up I just wanted to OK you can yeah you can you can go online and actually use the answer session from virtual machine producing maybe