

VIRGINIA DEPARTMENT OF TRANSPORTATION

FY 2011-2016
SIX-YEAR IMPROVEMENT PROGRAM
PUBLIC HEARING

Fairfax City Hall
10455 Armstrong Street
Fairfax, Virginia 22030

Wednesday, May 26, 2010
7:00 o'clock p.m.

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P R O C E E D I N G S

1
2 SECRETARY CONNAUGHTON: Good evening,
3 everyone. I'd like to welcome you to this hearing for
4 the State's Six-Year Transportation Improvement Plan.

5 I would like to first start by asking everyone
6 to please stand, and we're going to say the Pledge of
7 Allegiance.

8 (Whereupon, the Pledge of Allegiance was
9 recited.)

10 SECRETARY CONNAUGHTON: Thank you very much.
11 We'd like to very much thank the City of Fairfax for
12 hosting us here at City Hall, and the person who would
13 like to do a welcome, an initial greeting, is Councilman
14 Jeff Greenfield.

15 Jeff?

16 MR. JEFF GREENFIELD: Good evening. I think
17 this is one of the few times I've actually stood on this
18 side of the dais, so welcome to the City of Fairfax.

19 Secretary Connaughton and members of the
20 Commonwealth Transportation Board, on behalf of the Mayor
21 and my colleagues on the City Council I would like to
22 proudly welcome you to the City of Fairfax, recently rated
23 Number Three on Forbes Magazine's list of twenty-five most

1 livable cities in the United States.

2 The City of Fairfax, as you may know, is
3 located in the heart of Northern Virginia, and we are
4 criss-crossed by four major thoroughfares, Routes 29, 50,
5 123 and Route 236, three of which are in the National
6 Highway System.

7 On any weekday there are at least 400,000
8 vehicles that criss-cross the city of Fairfax. This
9 translates into a huge investment just to maintain our
10 roads. As you are aware, the National Highway System
11 roads require strict federal standards; therefore,
12 improvements to these major arterials require more time
13 and more money.

14 To give you an example of how bad it is
15 tonight, I actually am surprised that I beat Secretary
16 Connaughton here. I had a meeting in Old Town Alexandria,
17 and it took me over an hour to go fourteen miles to be
18 able to get out to the City of Fairfax.

19 The problems that we have up here are
20 enormous, and I certainly welcome you for being here and
21 we look to your leadership and the leadership of the
22 General Assembly to hopefully move us in the right
23 direction.

1 We are in the same boat as other
2 jurisdictions. We are all strapped for transportation
3 dollars. This year the State allocation for the City of
4 Fairfax roadway maintenance funds was reduced three
5 percent. This impacted our ability to keep up with
6 just regular roadway preventive maintenance. If our
7 maintenance funds are reduced, how can we even cope with
8 growing demands for new transportation infrastructure?

9 The City does have ongoing transportation
10 projects, and with other jurisdictions we ask that VDOT
11 somehow shorten the project approval process, which
12 sometimes takes more than thirty days just to receive
13 initial feedback from VDOT.

14 Over the life of a project this can compound
15 into frustrating delays that eventually increase the cost
16 of the project. The City has designated Fairfax Boulevard
17 -- for your purposes, Route 50 -- as its primary economic
18 redevelopment corridor.

19 As such, we have several projects along this
20 corridor: the Camp Washington Intersection spot
21 improvements, the Route 50/Jermantown Road intersection
22 improvements, the Route 123/Eaton Place intersection
23 improvements, and finally the Route 50 and 123 storm

1 drainage and intersection improvements.

2 Completing those will allow us to move forward
3 with some much needed economic development projects in
4 those areas.

5 All of these ongoing projects, however, need
6 additional funding to the tune of about five million
7 dollars. Therefore, we ask that urban funding, which has
8 been eliminated, be restored to enable us to complete our
9 projects as scheduled.

10 The City previously received around one
11 million dollars annually in urban funds. We also ask that
12 funding that was previously allocated to the City not be
13 reduced and in fact be restored.

14 The Mayor and City Council work diligently
15 with our senator and delegate from the General Assembly to
16 identify new transportation revenue sources. We ask that
17 you join us and other Northern Virginia jurisdictions in
18 this effort.

19 Thank you, and welcome again to the City of
20 Fairfax. I hope you all have a pleasant evening. And
21 just as a footnote, as you depart this evening I would
22 encourage you to find a local eatery.

23 (Laughter)

1 Just down the street is Hard Times, north on
2 123. If we don't have transportation dollars, maybe we
3 can make up some of the shortfall with our meals tax.

4 (Laughter)

5 So, please embark --

6 SECRETARY CONNAUGHTON: How high is your meals
7 tax?

8 (Laughter)

9 MR. GREENFIELD: I've never voted for it --

10 (Laughter)

11 -- but I understand it's four percent. Have a
12 great evening. Thank you.

13 SECRETARY CONNAUGHTON: Thank you very much,
14 and thank you for hosting us here this evening.

15 I would like to go around and introduce those
16 here at the dais, and I'll start obviously with myself.

17 I'm Sean Connaughton, and I am the Secretary
18 of Transportation for the Commonwealth

19 MS. DRAKE: Thelma Drake, Director of the
20 Department of Rail and Public Transportation.

21 MR. KOELEMAY: I'm Doug Koelemay, Northern
22 Virginia Representative on the Commonwealth Transportation
23 Board.

1 MS. PANDAK: Sharon Pandak. I'm the Urban At-
2 Large Member of the Commonwealth Transportation Board.

3 MR. WHIRLEY: Greg Whirley. I'm Acting
4 Commissioner for VDOT.

5 MR. SCHWARTZ: Peter Schwartz, Rural At-Large
6 member of the Commonwealth Transportation Board.

7 MR. SALEHI: I am Morteza Salehi. I'm
8 District Administrator for VDOT here in the Northern
9 Virginia District.

10 MR. DAVIES: I'm Butch Davies, and I'm the
11 VDOT representative -- the CTB representative from the
12 Culpeper District.

13 MR. UTTERBACK: I'm Jim Utterback, Culpeper
14 District Administrator.

15 SECRETARY CONNAUGHTON: Also, I'd like to
16 introduce David Tyeryar (indicating), who is the Deputy
17 Secretary of Transportation, and then Matt Straeder
18 (indicating), who is the Assistant Secretary.

19 And with that, I would like to introduce
20 Sharon Bulova, Chairman of the Fairfax County Board of
21 Supervisors.

22 MS. BULOVA: And I would also like to just say
23 that as you're leaving and if you're looking for a place

1 to dine, in Fairfax County we don't have a meals tax.

2 (Laughter)

3 We have very nice places to dine, and so we
4 hope you will enjoy those things.

5 And, Mr. Secretary, if you would permit, I
6 have testimony from the Fairfax County Board of
7 Supervisors but also from the Transportation Authority.
8 Chairman Nohe could not be here, so I will go first with
9 Fairfax County.

10 Secretary Connaughton, Acting Commissioner
11 Whirley, Director Drake and members of the Commonwealth
12 Transportation Board, I am Sharon Bulova, Chairman of the
13 Fairfax County Board of Supervisors. I am here today to
14 present testimony on behalf of the Board.

15 I appreciate this opportunity to testify
16 before you regarding the Draft Six-Year Improvement
17 Program for interstate, primary, urban systems and public
18 transportation.

19 On May 25th, yesterday, the Fairfax County
20 Board reviewed and approved transmittal of the letter
21 being submitted today to the record which discusses the
22 Board's comments and concerns regarding the Draft Six-Year
23 Program.

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The Board fully recognizes the impacts of the current nationwide economic recession on all government revenues and the restrained physical climate in which the CTB must continue to operate when allocating available funds.

The Board continues to be very concerned about the General Assembly's inaction in providing long-term, sustainable funding for the State's transportation operations, maintenance and construction programs.

This inaction has left numerous long anticipated and critically needed transportation projects without adequate resources within the next six years, as well as a negative impact on previously funded projects in Fairfax County's portion of the region's Constrained Long Range Plan.

Given the current economic situation and the significant reductions in funding available to the State for transportation construction, the Board appreciates that the CTB has retained funding in the program wherever possible for continuing projects that are already under construction or nearing construction, including Fairfax County's most critical projects.

These include projects such as Metrorail to

1 Dulles Airport, the Capital Beltway HOT Lanes project,
2 including funds for the Springfield Interchange Phase VIII
3 and mitigation of community impacts resulting from the HOT
4 lanes project, I66 outside the Beltway Environmental
5 Impact Statement and the final two-mile segment of the
6 Fairfax County Parkway, the County's Ridesharing Program
7 and the match for federal dedicated funding for Metro.

8 The Board also appreciates CTB's inclusion of
9 \$646,000 in state matching funds for \$3.034 million in
10 federal funds received for BRAC Economic Development to
11 help this area of the County address the impacts of BRAC
12 relocations.

13 The Board would like to thank the CTB for
14 retaining all funding shown in the previously approved
15 Fiscal Year 2010-2015 Six-Year Program on Route 29 and
16 Gallows Road Intersection project, including the
17 commitment made by the Board on July 13, 2009, to provide
18 Fiscal Year 2011 and Fiscal Year 2012 Regional Surface
19 Transportation Program funding and up to \$14 million in
20 the County's Commercial and Industrial Real Estate, or
21 C&I, Revenues for Transportation for this project.

22 This action will ensure that this project
23 continues to move forward to construction advertisement as

1 scheduled prior to the end of 2010.

2 Similarly, the Board appreciates that all
3 funding shown in the previously approved Fiscal Year 2010-
4 2015 Program has been retained for the Fairfax County
5 Parkway Interchange at Fair Lakes Parkway and Monument
6 Drive.

7 The construction contract for this project
8 was bid yesterday. It is essential that this critical
9 regionally-significant project, substantially funded by
10 both state and regional American Recovery and Reinvestment
11 Act funds, continue to move forward without any further
12 delay.

13 As stated in one of VDOT's goals, one of the
14 main elements of the Adopted Six-Year Program is replacing
15 and improving bridges. The Board would like to express
16 its appreciation for reinstating the Route 29 bridge
17 replacement over Little Rocky Run project, which was fully
18 funded in the adopted Six-Year Program in June, 2009.

19 Finally, despite the CTB's effort to keep a
20 number of construction projects in Fairfax County moving,
21 I would be remiss if I did not mention the Board's
22 significant concern that the County's Fiscal Year 2011-
23 2016 Secondary Road Program contains only \$1,989.

1 This is not sustainable and essentially brings
2 the County's Secondary Road Program to a halt.
3 Unfortunately, the need for additional mobility continues.
4 We will continue to urge the General Assembly to address
5 the Commonwealth's transportation funding crisis as soon
6 as possible.

7 We request that the Board's testimony be made
8 as a part of the Draft Six-Year Program public hearing
9 record and that the full consideration be given to these
10 comments in preparation for the final allocation document
11 for Fiscal 2011 through Fiscal 2016 in June of 2010.

12 Thank you for this opportunity to provide
13 comments on behalf of Fairfax County. And if you need any
14 additional clarification, please let me know.

15 And now, Mr. Secretary, I will -- in the words
16 of Joe Alexander, for those of you who remember Joe
17 Alexander, who used to serve on our Board and continues to
18 be extraordinarily active in transportation -- in the
19 words of Joe Alexander, I will now put my hat on my other
20 head --

21 (Laughter)

22 -- and sometimes it feels that way.

23 Good evening again to all those folks who I

1 mentioned before. I am Sharon Bulova, Chairman of the
2 Fairfax County Board of Supervisors, and this evening NVTA
3 Chairman Nohe has asked me to present NVTA's testimony on
4 the Six Year Program. Chairman Nohe regrets that he is not
5 able to be here this evening.

6 NVTA's comments on the Proposed Fiscal Year
7 2011-2016 program are as follows:

8 First of all, we appreciate the Kaine and
9 McDonnell Administrations, VDOT and the CTB working with
10 NVTA to allocate regional American Recovery and
11 Reinvestment Act funding.

12 All of the projects funded with this source
13 have been obligated. Without this federal funding, it
14 would not be possible for these projects to proceed at
15 this time.

16 We appreciate that the CTB retained NVTA's
17 historical role in the decision process for Regional
18 Surface Transportation Program and Congestion Mitigation
19 Air Quality funds, allowing NVTA to prioritize funding for
20 the critical transportation needs of our region.

21 Given the serious transportation problems in
22 our region, we emphasize that construction projects that
23 were previously funded must be implemented as originally

1 scheduled.

2 While we understand the difficult position
3 that the CTB faces due to the lack of revenue and we
4 recognize that this public hearing is primarily about the
5 Interstate and primary road programs, we are deeply
6 concerned about the total elimination of the secondary and
7 urban construction funding.

8 Not only will this mean that no new
9 significant capacity improvements, widenings and
10 interchanges will be initiated unless locally funded, but
11 simple, cost-effective projects like signalization for new
12 intersections, adding turn lanes and implementing
13 pedestrian improvements will also be eliminated unless
14 funded through other means.

15 Effectively, secondary and urban road
16 improvements are at a standstill. This is unsustainable
17 for urban areas like Northern Virginia. If not addressed,
18 this situation will seriously impact our economy and will
19 also compromise the movement of people and goods to and
20 from Northern Virginia and other parts of the
21 Commonwealth.

22 On the transit side, thank you for including
23 the Virginia match for Federal dedicated funding for

1 Metro. We appreciate this significant commitment to
2 maintaining Metro's assets and ensuring that Metro can
3 continue to safely and efficiently meet the region's
4 transportation needs.

5 We urge you not to reduce transit funding
6 levels once they are approved. Since local government
7 budgets and tax rates have already been set for Fiscal
8 2011, reducing the state assistance contracts mid-year, as
9 has been done the last two fiscal years, may result in
10 service cuts and fare increases.

11 At a time when transit usage has increased
12 and the region is relying on transit to reduce congestion,
13 making such cuts is extremely counter-productive.

14 With the declining revenues, we are
15 disappointed to see that VDOT is quickly becoming a
16 maintenance-only agency. As a result, the infrastructure
17 necessary to serve our residents and businesses into the
18 future is falling dramatically behind to the detriment of
19 our economy and to the detriment of our quality of life.

20 New transportation investments are necessary
21 to ensure the economic vitality of not only Northern
22 Virginia but for the entire Commonwealth of Virginia.

23 We look forward to the General Assembly

1 addressing the Commonwealth's dire transportation funding
2 situation soon, hopefully during a special session later
3 this year.

4 NVTA is hopeful that new revenue sources for
5 transportation will be implemented consistent with NVTA's
6 Eight Principles for Transportation Funding adopted in
7 April of 2008, and this is attached.

8 These principles are still valid, including
9 the need for stable, reliable, ongoing regional and
10 statewide transportation funds.

11 As cuts to the Six-Year Program illustrate,
12 the Commonwealth cannot afford to wait for Congress to act
13 on a new transportation authorization bill. New State
14 revenues are needed as soon as possible. Failure to build
15 infrastructure now will only cause the costs to the public
16 to be much greater in the future.

17 In addition to addressing the foregoing major
18 issues, NVTA requests:

19 That we continue to provide the match for
20 dedicated federal funding for Metro;

21 That the CTB treat transit operating expenses
22 like VDOT maintenance expenses and make these expenses a
23 higher priority than new capital projects;

1 That funding for VRE's track leases continue
2 to be provided from federal funds;

3 That environmental reviews for locally
4 administered projects be simplified and shortened;

5 That VDOT, DRPT and the CTB address Northern
6 Virginia's concerns with the I-95/395 HOT lanes project,
7 documented in multiple correspondences from NVTa, the
8 Northern Virginia Transportation Commission, the Potomac
9 and Rappahannock Transportation Commission and our local
10 jurisdictions. And Fairfax County, in particular, is very
11 committed to making sure that this project move forward;

12 In particular, NVTa asks the CTB to ensure
13 that the 195 million dollars promised for transit service
14 and facilities will be maintained as the project is
15 modified to reduce costs. In addition, comments on the
16 most recent transit plan prepared by VDOT consultants
17 should be addressed;

18 That the CTB expedite the transfer of the
19 Columbia Pike right-of-way within Arlington to local
20 control at its earliest possibility so that Arlington and
21 Fairfax Counties can move forward with plans for multi-
22 modal plan improvements and installation of the streetcar
23 system;

1 That the CTB consider retaining the revenue
2 sharing program since it is a cost effective way for VDOT
3 and the local jurisdictions to implement projects;

4 Although the current 15 million dollar revenue
5 sharing program is appreciated, the program could be much
6 more effective in leveraging local funds if it is restored
7 to its previous level of 50 million dollars;

8 That the CTB and VDOT support, promote and
9 encourage walking and bicycling as more viable modes of
10 transportation, and in concert with Secretary of
11 Transportation Ray LaHood's recent policy direction, look
12 for opportunities to enhance pedestrian and bicycle
13 connectivity in Northern Virginia.

14 And I have attached, Mr. Secretary and members
15 of the CTB, the eight principles that were adopted.

16 And again, thank you very much for the
17 opportunity for us to testify. These are rocky, difficult
18 times we will get through, but in the meantime thank you
19 for your help, especially with reallocating projects to
20 make sure that what has been started can be finished, and
21 then we will work with our legislators to try to make sure
22 that we have more money for transportation in the
23 Commonwealth and in Northern Virginia.

1 Thank you so much.

2 SECRETARY CONNAUGHTON: Chairman Bulova, thank
3 you very much. Thank you for both pieces of testimony.

4 Next is Supervisor Kelly Burke from Loudoun
5 County, from the Loudoun County Board of Supervisors.

6 MS. BURKE: Good evening. I didn't realize I
7 would be speaking second, after Fairfax.

8 (Laughter)

9 SECRETARY CONNAUGHTON: Well, I could put
10 Prince William up there instead.

11 (Laughter)

12 MS. BURKE: Good evening!

13 (Laughter)

14 Secretary Connaughton, Director Drake and
15 members of the Board, I am Kelly Burke and I represent the
16 Leesburg District on the Loudoun County Board of
17 Supervisors.

18 On behalf of the Loudoun County Board of
19 Supervisors, thank you for affording us the time to speak
20 to you tonight concerning the Commonwealth Transportation
21 Board's preparation of the Six-Year Improvement Program.

22 Loudoun County is gravely concerned about the
23 future of transportation improvements in the Commonwealth

1 and in Northern Virginia. Now is the time for the
2 Governor and the General Assembly to provide leadership by
3 developing a sustainable revenue source for transportation
4 in the Commonwealth and specifically in the Commonwealth's
5 economic engine, Northern Virginia.

6 The Loudoun County Board of Supervisors
7 supports the Governor's initiative to attract businesses
8 to the area in order to provide economic stability and
9 employment for the residents of Virginia.

10 However, Loudoun's experience in talking to
11 potential economic development prospects is that they are
12 very concerned about how their employees will get to work
13 via an established transportation system, the roads and
14 transit options, that won't mean hours and a sea of
15 traffic congestion.

16 Traffic congestion negatively impacts the
17 quality of life and family time for our current and future
18 residents. In a recent article in the Washington Post
19 regarding a poll conducted by the newspaper, in the
20 Washington region sixty percent of the respondents
21 indicated that traffic had grown worse in the region over
22 the last five years.

23 The article continued, to state that traffic

1 congestion has become a form of personal purgatory for our
2 million and a half regional residents who commute to work
3 every day, each spending an estimated sixty-two hours a
4 year battling heavy traffic.

5 This is not encouraging news to potential
6 prospects considering relocating their businesses to the
7 Washington region, nor to the existing businesses while
8 trying to develop future expansion plans.

9 The Washington Post also found that residents
10 in the region making less than \$50,000 a year do not have
11 the ability to telework. These are residents who work in
12 the service, retail and construction industries, where
13 teleworking just isn't an option. These workers suffer
14 through the congestion for longer periods of time because
15 they often live further away from the jobs in order to
16 find affordable housing.

17 It is unconscionable that the fifth fastest-
18 growing locality in the United States, Loudoun County,
19 will receive \$1,024 over the next six years towards its
20 secondary road system.

21 Road funding in Virginia is the responsibility
22 of the Commonwealth. This crisis has been in the making
23 for many years and didn't happen overnight.

1 We acknowledge that this is a huge issue.
2 Loudoun's needs alone would require tens of millions of
3 dollars to ensure our current road system and our growing
4 transit infrastructure meets the future transportation
5 needs of our residents.

6 Loudoun County leads the way in the State in
7 local road-building efforts. Five interchanges are now
8 completed on Route 28 with seventy-five percent of private
9 funding.

10 The interchange on Route 7 at River Creek is
11 open to traffic and was completed with one hundred percent
12 private funding.

13 The Route 7 and Ashburn Village Boulevard
14 interchange is nearing design approval and will be
15 constructed without state funds.

16 The Route 7 and Claiborne Parkway interchange
17 was opened without state funds. The Loudoun County
18 Parkway interchange will be completed this fall and is
19 funded totally through local funds, no state funds.

20 We have demonstrated that we as a community
21 and the Board of Supervisors are committed to
22 transportation improvements, but we need the State to
23 recognize and accept its responsibilities as well.

1 Loudoun County transit initiatives are a top
2 priority. The County continues to use its local gas tax
3 resources to purchase buses and provide a small subsidy
4 towards the operation of those buses.

5 In June of 2010 the County will begin bus
6 service to the Tysons Corner area to try to relieve
7 congestion during the construction of several of the mega
8 projects now underway in that area.

9 The County has received significant public
10 interest in the service, and a concern is whether we will
11 be unable to meet the demands of the public in terms of
12 providing the infrastructure needed to support the
13 service.

14 Loudoun has a critical need for additional
15 Park&Ride lot facilities, as well as a bus maintenance
16 facility. Loudoun continues to work diligently with the
17 Virginia Department of Rail and Public Transport to secure
18 funding to assist in building these facilities.

19 The design of bus maintenance and storage
20 facilities should be completed soon, and matching capital
21 funds will be needed towards this construction.

22 Loudoun County, in its effort to create a
23 truly multimodal system of transportation, continues to

1 focus on bicycle and pedestrian access for work and
2 recreational uses.

3 The County is reviewing what is currently
4 available or proffered to be available in or around the
5 two new Metro stations that are planned for Route 606 and
6 Route 772. Gaps in the network are being identified along
7 with a plan to fill in the gaps.

8 We are committed to a walkable community to
9 provide our residents safe and convenient access from
10 their houses to the parks, destination shopping, schools
11 and other public facilities.

12 Where possible, these are being planned and
13 constructed with available proffer funds; however, where
14 proffer funds are not available, the State's assistance is
15 desperately needed.

16 Loudoun County will continue to play a
17 significant role in meeting these transportation needs,
18 but the State must help us. Much more needs to be done.

19 Some of our critical transportation needs are:
20 the Route 15 and Route 7 Bypass widening, the Route 15
21 Bypass and Sycolin Road overpass, the Route 7 west of
22 Leesburg to Route 9 widening, the Route 7 and Route 659,
23 Route 7 and Battlefield Parkway, Route 7 and route 690

1 interchanges, the Route 7/Lexington Drive overpass, turn
2 lanes at Route 7 and 711 and Route 7 and 601, the
3 interchanges on Route 50, the Route 28 widening, the
4 completion of all the parallel roads for 7, 28 and 50, and
5 completion of the Loudoun County Parkway.

6 Thank you for your hard work. I know you have
7 some very difficult decisions to make, and we really
8 appreciate all that you do.

9 Thank you.

10 SECRETARY CONNAUGHTON: Supervisor, thank you
11 very much. Thanks for being here.

12 Supervisor Mike May, Prince William County
13 Board of Supervisors.

14 MR. MAY: Secretary Connaughton, Acting
15 Commissioner Whirley and members of the CTB, good evening
16 and thank you for the opportunity to be here this evening.
17 My name is Mike May and I currently serve as the Vice-
18 Chairman of the Prince William County Board of
19 Supervisors, and I'm here this evening to deliver remarks
20 on behalf of the Board.

21 I'd like to start by thanking you for your
22 continued efforts in trying to resolve our transportation
23 issues in Northern Virginia and in Prince William County.

1 With the continued major reduction in our
2 program due to the economically stressed climate, Prince
3 William County truly appreciates the efforts you have made
4 to ensure that projects currently programmed in the Six-
5 Year Plan for construction continue to receive the funding
6 necessary to complete them.

7 With the recent approval by Governor
8 McDonnell to sell \$500 million in HB 3202 bonds to
9 complete transportation projects in the Plan, the
10 County acknowledges and applauds the efforts of the
11 administration and its commitment to advance
12 transportation projects, as Prince William County has
13 done with its own Road Bond Program for the past twenty
14 years.

15 The Board is particularly delighted to see
16 that the regionally significant I-66/Route 29 Gainesville
17 Interchange is on the list of projects that will continue
18 to move forward due to the sale of these bonds.

19 This project has been a top priority for the
20 Board and the region for many years, and we sincerely
21 thank you for your continued efforts to maintain it in the
22 program.

23 We kindly ask that the CTB consider

1 programming additional bond funding towards the
2 construction of the Route 1/123 Interchange, which is
3 another regionally significant project, which is actually
4 \$18 million short of the funds needed for construction.

5 The receipt of these funds would allow the
6 widening of Route 1 from Annapolis Way to Dawson Beach
7 Drive. This would help complete another link in the
8 ultimate widening of the Route 1 corridor region-wide.

9 We'd like to thank the CTB for fully funding
10 the reconstruction of the bridge and widening of Route 1
11 at Neabsco Creek. This funding resulted in the completion
12 of this project, which eliminated a safety hazard as well
13 as a longstanding bottleneck.

14 The Prince William County Board continues to
15 thank VDOT and the CTB for fully funding the I-66 widening
16 and HOV Lane extension from Route 234 Bypass to Route 29,
17 and we ask that this project remain on the Program with a
18 timely completion.

19 The Board kindly requests that VDOT and the
20 CTB consider additional funding in the Six-Year Plan, if
21 funds become available, to begin the process of getting
22 them to construction.

23 These projects are the next priorities for

1 Prince William County and should be considered if
2 additional funding becomes available through a stimulus
3 package or other Federal or State legislative actions.

4 Specifically, they are:

5 The I-66 extension of HOV lanes from 29 to
6 Route 15, including the interchange improvements at 66 and
7 Route 15 and the grade separated interchange at Route 15
8 and Route 55;

9 Construction of Route 234 North Bypass from
10 I-66 to Loudoun County;

11 Construction funds for the Route 1 and 123
12 interchange, Phase 2;

13 Widening of Route 1;

14 Widening of Route 28 between Manassas and
15 Fauquier Count;

16 Extension of I-95 HOV lanes from Route 234
17 into Stafford County;

18 And the Route 28 Bypass or Tri-County
19 Parkway/Route 28 improvements.

20 Thank you again for your time and effort in
21 trying to solve these critical transportation matters.
22 We in Prince William County understand and will continue
23 to work with you as we have done over the past twenty

1 years in moving projects forward and solving the
2 increasingly serious funding, mobility and air quality
3 problems facing the County, region and Commonwealth.

4 Thank you again for the opportunity to be
5 here.

6 SECRETARY CONNAUGHTON: Supervisor May, thank
7 you very much. We appreciate your being here.

8 Supervisor Cathy Hudgins actually is here for
9 the Northern Virginia Transportation Commission.

10 MS. HUDGINS: Good evening, Secretary
11 Connaughton, Director Drake, Acting Commissioner Whirley
12 and members of the CTB.

13 I'm here to present the Northern Virginia
14 Transportation Commission's comments on the Six-Year Plan.
15 I'm also here to present the WMATA Board's testimony, that
16 I'd like to do after this.

17 I serve as Chair of the Northern Virginia
18 Transportation Commission, and I am pleased to join you
19 tonight. And with the help of the state funding
20 administered by DRPT, transit has continued to perform
21 exceptionally well in Northern Virginia despite severe
22 financial constraints. For example, a stunning half
23 million transit trips are currently taken each day here in

1 Northern Virginia.

2 The CTB, we ask, should give top priority
3 to the region's transportation needs, including flexing
4 federal stimulus and funds to transit projects, because
5 transit indeed is an effective means to create jobs and
6 sustain economic recovery.

7 Northern Virginia's transit needs, performance
8 and level of local effort far exceeds the rest of the
9 Commonwealth. The level of transit assistance for FY 2011
10 for NVTTC's jurisdictions and VRE, while less than in FY
11 2010, is significant and appreciated. A good example is
12 the CTB's provision for the \$50 million to match new
13 federal funding.

14 The American Public Transit Association
15 reports \$6 in economic returns for each \$1 investment in
16 transit. Cambridge Systematics found 570 jobs created in
17 the short run for each 10 million dollars in transit
18 capital investment and in the long run over \$30 million in
19 increased sales for businesses.

20 In January of 2010 a study by USPIRG and Smart
21 Growth America noted the effectiveness of the federal
22 stimulus program revealed that each 1 billion dollars
23 spent on transit created 19,299 job-months compared to

1 only 10,000 job-months from highway expenditures. This is
2 because transit requires less land and more operators.

3 NVTC studies showed that since Metrorail's
4 inception it has been a major job generator and state
5 revenue for both the State and the localities. Transit
6 saves jobs, and it provides access to job sites and
7 educational opportunities. Transit provides the "to" for
8 welfare to work.

9 On September 11, 2001, transit provided its
10 importance -- proved its importance by carrying people out
11 of harm's way during the disaster.

12 We are proud that in Northern Virginia we have
13 many interconnected partners with the other Northern
14 Virginia transit providers. We know that transit
15 ridership data shows continued positive regional
16 performance. With 140 million annual passenger trips,
17 ridership was up three percent in 2009 compared to 2008
18 and 21 percent since 2003.

19 Seventy-five percent of Virginia's transit
20 trips are here in Northern Virginia. Northern Virginia,
21 with its 2.2 million residents took sixty-four transit
22 trips per capita in 2009, while in NVTC's WMATA
23 jurisdictions, those residents took eighty-two transit

1 trips.

2 The statewide average outside of Northern
3 Virginia was approximately eight transit trips. Thus,
4 Northern Virginia jurisdiction residents took ten times as
5 many transit per capita trips. Transit systems operating
6 in Northern Virginia carried 914 million passenger miles
7 in 2009.

8 Transit is a successful venture; it is a smart
9 investment. Transit and ridesharing carries two-thirds of
10 commuters in our major corridors inside the Beltway in
11 peaks periods and about half outside the Beltway.

12 Despite the brutal economic downturn and the
13 February blizzards, transit ridership is strong in 2010;
14 and Metrorail is still experiencing some of their highest
15 riderships every day.

16 There is a direct relationship between the
17 investment in quality transit by DRPT and its partners and
18 subsequent ridership success, as illustrated by Arlington
19 ART's explosive growth facilitated by purchases of new
20 clean fuel buses. The next chart illustrates the growth
21 of the accomplishment of Arlington in its purchase of
22 those new vehicles.

23 Northern Virginia's current and future transit

1 needs are well documented. WMATA is developing a detailed
2 and transparent multi-year capital funding agreement to
3 cover the next six years, and it has documented the 11
4 billion dollars of needs over the next decade.

5 While it is completing a system plan for 2040
6 addressing core capacity of Metrorail, integration of bus,
7 BRT, streetcar, light rail and HOV/HOT services in new and
8 emerging markets to facilitate transit-oriented
9 development.

10 The Northern Virginia regional transportation
11 plan, TransAction 30, documented the transit requirements
12 of a half billion dollars a year for expansion and \$414
13 million annually for operations and preservation. In 2012
14 the TransAction 40 Plan will be updated -- will update the
15 2030 plan.

16 Northern Virginia's current and future transit
17 needs are documented again with the TPB Constrained Long
18 Range Plan updated 2010 that shows that \$2 billion
19 annually of transportation needs in Northern Virginia, a
20 large and growing proportion of available revenues will be
21 required to operate and preserve the existing
22 transportation system.

23 The TPB's Scenarios Study provides in its

1 "aspiration scenario" a long-term vision for land use and
2 transportation. In its "what will it take" scenario it
3 goes further to assess what interventions will be needed
4 to meet the region's global warming prevention goals.

5 The scenarios envision transit supportive,
6 walkable density and mixed use developments to relocate
7 growth of populations and jobs to activity centers.

8 The task force is trying to more closely link
9 the existing distribution of activity centers to high-
10 quality transportation access. To improve, better transit
11 is needed including the 500-mile BRT network and priced
12 highway lanes.

13 Metro's Corridor Network includes 24 corridors
14 with the highest ridership and geographic significance.
15 Appropriate roadway improvements are being identified that
16 would facilitate exclusive bus lanes, queue jumpers,
17 signal priority and limited stops.

18 Analysis shows exclusive busways are warranted
19 along 100 miles, and 135 additional miles should receive
20 lesser improvements. Ridership should grow by 25 percent,
21 or 100,000 new daily riders, plus 90,000 diverted from
22 Metrorail for overcrowding.

23 All of these plans demonstrate that Northern

1 Virginia has vital transit projects ready to go and has
2 effective plans to sustain and expand the integrated
3 transit information.

4 Various transit -- various vital transit
5 expansion projects are underway. We know of the rail to
6 Dulles, the TPB Regional Priority Bus Project, the
7 extensions to Gainesville/Haymarket.

8 The Northern Virginia transit systems are
9 working with DRPT and VDOT to identify new transit service
10 to take full advantage of the Beltway HOT lanes and
11 mitigate traffic congestion using both the construction
12 along the Dulles Rail and around Tysons Corner. And
13 Northern Virginia faces the looming challenge of coping
14 with major traffic generating federal -- traffic generated
15 around federal facilities such as BRAC.

16 The local funding effort has been noted again
17 earlier tonight. For FY 2010 it is costing just under 700
18 million dollars annually to operate, maintain and invest
19 in public transit in NVTC's jurisdictions. Local sources
20 provide 65 percent of that amount, but economic challenges
21 are threatening transit revenues.

22 For calendar year 2009 NVTC's gas tax revenues
23 were 35 percent lower than 2008, and local property tax

1 revenues are sharply lower, necessitating tax increases in
2 the local jurisdictions.

3 Transit fares have been increased on most of
4 our transit services in Northern Virginia, affecting our
5 customers in the area.

6 Despite the ongoing challenges of the
7 recession, for FY 2010 Northern Virginia Transportation
8 District has a local level of effort funding transit of
9 \$211 per person. NVTC's five WMATA jurisdictions have a
10 combined local effort of \$255 per person, and the next
11 largest effort is in the Richmond District with \$30 per
12 person.

13 The statewide average excluding the Northern
14 Virginia is \$19.50, so Northern Virginia's per capita
15 level of local funding is more than ten times greater than
16 the rest of the Commonwealth.

17 State transit aid for 2011 -- in the draft
18 of the 2011 DRPT program, statewide assistance for transit
19 in Northern Virginia from state sources is about 175.5
20 million dollars, up from \$129 million in the FY 2010
21 program.

22 For the state to meet the statutory target of
23 95 percent of eligible transit expenses for its programs,

1 another \$129.3 million is needed for NVTC alone.

2 Including the new \$50 million for WMATA, NVTC
3 would receive about 60 percent of statewide allocations;
4 and Northern Virginia, including VRE, Loudoun County and
5 PRTC, would receive 67 percent.

6 With about 75 percent of statewide transit
7 ridership in Northern Virginia, correcting the
8 Commonwealth's transit funding shortfalls is of paramount
9 importance to the region.

10 In summing up, I would give as top priority
11 of the transit projects in Northern Virginia would be to
12 support job creation and sustain economic recovery. This
13 region has the greatest use of transit, the best
14 performing transit system and the greatest funding needs
15 and the greatest per capita.

16 I want to close by thanking you, Secretary
17 Connaughton and Director Drake and all the members of the
18 CTB. NVTC and the region's transit operators and local
19 jurisdictions will conduct a transit tour in June -- on
20 June 30th and July 1st for state officials, and we include
21 the CTB members. We wish that you could please join us on
22 this experience and have an opportunity to experience
23 Northern Virginia's transit network.

1 I would now like to present the WMATA
2 presentation, if I might, thank you. I guess I could
3 follow the proceeding. This is a different organization
4 and, I guess, a different hat some days. This is a
5 testimony I'm giving tonight for -- as first Vice Chair of
6 the WMATA Board of Directors. Again, thank you for the
7 opportunity of presenting it.

8 On behalf of the Washington Metropolitan Area
9 Transit Authority, I would like to thank the Commonwealth
10 of Virginia for its dedication to funding and supporting
11 transit in Northern Virginia and the National Capital
12 region.

13 We are especially appreciative of the
14 Commonwealth's commitment to provide the 50 million
15 dollars in dedicated funding for Metro beginning in Fiscal
16 Year 2011.

17 The allocation of these matching funds, in
18 conjunction with similar amounts from the District of
19 Columbia and Maryland, allows Metro to match 150 million
20 dollars in federal funds, thereby creating 300 million
21 dollars in additional funding for Metro to address our
22 most critical needs -- safety, reliability and financial
23 stability.

1 Why is the funding so important to Metro? Not
2 considering the cost of financing, we have determined that
3 our capital needs over the next ten years exceed 11
4 million dollars, not including any system expansion. Over
5 7 million dollars is required just to maintain Metro's
6 aging bus and rail systems in a state of good repair.
7 Many of those needs are safety-critical.

8 We have a thirty-four-year-old rail system.
9 It has old rail cars, track beds, power equipment and
10 communication systems. More than half of our bus garages
11 are over fifty years old, and some of our buses are over
12 fifteen years old.

13 As the equipment and facilities age, they
14 become less reliable, break down more often and need more
15 maintenance. We have to replace our tracks, trains and
16 buses and must rehabilitate our stations, bridges and
17 maintenance facilities.

18 We have thirty-year-old ventilation, lighting
19 and communication systems which must be maintained or
20 replaced. Some of our station platforms are crumbling.
21 Our escalators and elevators need major repairs, and water
22 is leaking into our tunnels.

23 We must do all of the work required while

1 providing service to 1.3 million customers daily on
2 Metrorail and Metrobus.

3 We have been fortunate that the Commonwealth
4 and our other funding partners have demonstrated such
5 strong support for Metro's capital program. As a result,
6 Metro has been able to build our 106-mile rail system,
7 operate a fleet with 1500 buses and provide paratransit
8 services to thousands of customers.

9 We have also been able to make a number of
10 critical investments in the system, including for the
11 first time (inaudible) eight-car trains.

12 Metro also makes numerous contributions to
13 citizens' quality of life and the environment. Every year
14 the Metro system saves the region 75 million gallons of
15 gasoline and reduces congestion, saving area residents
16 approximately sixty hours of travel time each year.

17 Metro takes 500,000 cars off the road each day
18 and eliminates the need for 1400 miles of highway lanes.
19 Metro also contributes to the reduction of greenhouse gas
20 emissions. If Metrorail and Metrobus passengers chose to
21 drive, they would generate one million tons of carbon
22 dioxide a year.

23 The entire 1500 bus fleet is eco-friendly with

1 a combination of CNG advanced technology diesel and hybrid
2 electric buses, plus ultra-low sulfur diesel fuel and
3 exhaust treatment devices to lower emissions.

4 In addition to environmental and quality of
5 life benefits, Metro stimulates the region's economic
6 development and is a linchpin in the region's 359 billion
7 economy.

8 There are more than forty Metro-related joint
9 development projects under development or completed, and
10 today the value of development at any or within a quarter
11 mile of Metrorail's stations exceeds 25 billion dollars.

12 Metro is crucial to the economic vitality and
13 sustainability of Northern Virginia and the National
14 Capital region.

15 Going forward, it is critical that Metro and
16 the region make the necessary investments to keep the
17 system in a good state of repair.

18 The Commonwealth's contribution of \$50 million
19 annually will allow us to secure and match federal funds
20 and continue making urgently needed investments in the
21 aging infrastructure of our system so that we can continue
22 to provide millions of people with safe and reliable
23 service.

1 The Commonwealth's commitment to the
2 program and this 50 million local match in the Six-Year
3 transportation program is essential in keeping our system
4 safe and in a state of good repair.

5 Again I want to thank you for your commitment
6 to the Metropolitan -- the Metro system and to the transit
7 users of Northern Virginia.

8 Thank you very much for the opportunity to
9 present our testimony.

10 SECRETARY CONNAUGHTON: Supervisor Hudgins,
11 thank you very much. We appreciate both full testimonies.

12 MS. HUDGINS: Thank you very much.

13 SECRETARY CONNAUGHTON: Mayor Kristen Umstattd
14 of the Town of Leesburg.

15 MS. UMSTATTD: Secretary Connaughton, Director
16 Drake, Acting Commissioner Whirley and members of the
17 Commonwealth Transportation Board, I am Kristen Umstattd,
18 Mayor of the Town of Leesburg and I'm speaking to you
19 today on behalf of the Town.

20 I appreciate this opportunity to testify
21 before you regarding the Town's transportation priorities.
22 We look forward to working with you over the next year to
23 help manage the region's transportation problems.

1 And I would like to mention our deep
2 appreciation for all the help we've received from VDOT.
3 I know Farid Bigdeli is here, Morteza is here, and VDOT
4 has always tried to help Leesburg and Loudoun County.

5 There are many pressing transportation issues
6 facing the region, and we understand the difficult
7 position that the CTB has faced with lack of revenue.
8 We recognize that this public hearing is primarily about
9 Interstate and primary road programs, but we are deeply
10 concerned about the total elimination of secondary and
11 urban construction funding.

12 The Leesburg Town Council, on May 11 of this
13 year, adopted by unanimous vote a resolution that I think
14 has been handed out to all of you, Resolution #2010-054.

15 Although the Council's comments and priorities
16 are provided in detail in this resolution, I would like to
17 highlight one issue that is especially important to the
18 Town; in particular, the construction of the flyover at
19 Sycolin Road at the Route 7/15 Bypass.

20 These proposed road improvements are included
21 in the Northern Virginia 2030 Transportation Plan and are
22 supported by our General Assembly representatives, the
23 Loudoun County Board of Supervisors, and we deeply

1 appreciate Supervisor Kelly Burke's support on this -- and
2 Congressman Frank Wolf.

3 The Council is concerned that all of the
4 construction funding for the flyover at Sycolin Road at
5 the Route 7/15 Bypass has been eliminated. This project
6 has substantial regional benefits. Because of this, every
7 effort should be made to keep the project moving.

8 The flyover at Sycolin Road will help
9 relieve a major traffic jam for Leesburg and the region.
10 Commuters from West Virginia, Western Loudoun, the
11 Shenandoah Valley and central Maryland pass through
12 Leesburg on their way to employers in Eastern Loudoun and
13 Fairfax Counties.

14 Leesburg has over 50,000 vehicle trips a day
15 that cut through the Town. The Town Council has listened
16 to the growing outcry from citizens from Leesburg to
17 Winchester that traffic safety problems on the Leesburg
18 Bypass are dramatically escalating and that increasing
19 traffic congestion is causing inordinate delays in travel
20 time.

21 Parts of the Leesburg Bypass have now reached
22 VDOT 2030 traffic projections. The Sycolin Road at-grade
23 intersection has experienced one of the highest accident

1 rates in Leesburg for the last ten years, and the Town of
2 Leesburg respectfully requests that this critical project
3 be fully funded and proceed immediately. Any assistance
4 would be greatly appreciated by the citizens of Leesburg
5 and the surrounding area.

6 And I wanted to just, in support of the
7 region, Northern Virginia -- I remember that about ten
8 years ago Culpeper lost a business that was looking
9 seriously at locating there, because of the traffic jams
10 in Northern Virginia. So, we have an impact that goes
11 beyond even our own borders.

12 Thank you for the opportunity to provide
13 comments on behalf of the Town of Leesburg. We look
14 forward to reviewing the allocations that you will be
15 preparing, and we know they will be scarce as a result of
16 these public hearings.

17 Thank you very much.

18 SECRETARY CONNAUGHTON: Mayor Umstattd, thank
19 you very much. We appreciate you being here.

20 Is there anyone else from any other
21 jurisdiction -- representing any jurisdictions?

22 (No response)

23 SECRETARY CONNAUGHTON: Okay. At this point

1 we're going to open up to citizens and ask that everyone
2 as you come up please identify yourself and your
3 organization. We have several organizations -- or just
4 members of the public, and we'll generally just try to
5 keep people to around three minutes, depending on how
6 things go.

7 But the first person is Douglas Stewart, the
8 Sierra Club.

9 MR. STEWART: Good evening. I am speaking for
10 the over 15,000 members of the Virginia Chapter of the
11 Sierra Club, for whom the quality of our air, water, land
12 and wildlife is considered of utmost importance.

13 We believe it is the responsibility of
14 citizens to protect these aspects of the earth and the
15 Commonwealth. Transportation policies can have a profound
16 effect on the environment, either directly or indirectly,
17 so we have an important stake in the Six-Year Improvement
18 Program.

19 Northern Virginia is an urbanizing community,
20 but most Northern Virginians lack easy access to other
21 transportation options besides driving. The lack of
22 alternatives is what's choking our road network with
23 traffic.

1 A shift in just a few percentage points
2 from driving to walking, bicycling and transit can
3 significantly relieve traffic congestion. It's also
4 critical that there be state support for local land use
5 policies that will be compatible with the alternative
6 travel modes.

7 This is where federal transportation policy
8 is heading. The federal government's commitment to
9 putting walking and bicycling on an equal playing field
10 with the auto and the Sustainable Communities Program
11 integrating transportation land use are signals that
12 states and localities that plan for all transportation
13 modes will be the most competitive in getting federal
14 transportation dollars.

15 Furthermore, there are overarching needs to
16 address our dependence on oil and climate change -- the
17 issue of climate change. Virginia must position itself to
18 fit in with and take advantage of this newer approach to
19 transportation issues.

20 In general, this will mean development of new
21 types of infrastructure so that our citizens and our
22 economy will be able to adapt to a variety of new options.
23 Virginia's urban regions in particular need to be able to

1 do this so as to begin a migration away from total
2 dependence on the automobile.

3 We desperately need more transit of many
4 types, from highspeed rail to commuter and light rail, bus
5 systems including bus rapid transit and bicycle and
6 pedestrian facilities.

7 More of our freight should be shifted to rail.
8 We do not need to exclude roads, but they need to compete
9 with these other options on a broad basis according to
10 more relative criteria.

11 These types of non-auto projects are less
12 familiar to many local governments, their staff and
13 citizens, such that a transition may take a little more
14 time. The CTB should use this period of reduced revenue
15 to enhance planning for a new transportation future.

16 Planning can be done on a low budget with
17 existing staff, and there is time to engage the public in
18 a meaningful way. The Virginia 2035 Plan lays out many
19 good objectives, but without greater adoption at the local
20 government levels it will not be implemented.

21 Please use this time to plan a better
22 transportation future for Virginia.

23 Thank you.

1 SECRETARY CONNAUGHTON: Mr. Stewart, thank you
2 very much. We appreciate your being here.

3 Ralph Apton, Great Falls Citizen's
4 Association.

5 MR. APTON: Mr. Chairman, members of the
6 Commonwealth Transportation, I'm here to talk about Route
7 7 again. And first I'd like to say, I want to thank VDOT
8 for the excellent work it's done.

9 Thirty-five years ago Route 7 went through
10 every little town if you went from Winchester to Tysons
11 Corner. It was two lanes in many places; it was
12 difficult. Now it's six lanes most of the way with lots
13 of good bypasses.

14 However -- and you heard this from other
15 people before I came up here -- there is a problem in that
16 6.5 miles is still four lanes instead of six lanes.
17 There's a project, Number 52327, Route 7 widened to six
18 lanes. We're only talking about 6.5 miles, and that's
19 causing the jams we've heard about in Leesburg.

20 What's the funding for that? Well, your plan,
21 which we've just gone over, starting in 2014 has zero
22 funding with everybody screaming that we have to complete
23 those 6.5 miles.

1 Please get us back federal, state and county
2 funding to do maybe one mile a year, a mile and a half a
3 year. We know there's a funding problem. Do something
4 for us, not just for the Great Falls Citizens Association.
5 I'm talking about the whole region.

6 Why is this essential? It's essential for the
7 smooth coordination with Tysons Corner, where the growth
8 -- the economic growth -- it's the most important economic
9 center. And what's the main road? Route 7.

10 We need that last 6.5 miles. We need to
11 improve the traffic flow. We need to reduce -- just
12 during the rush hours there's jams in both directions
13 every day. That's what you heard from the Leesburg
14 people, and you're hearing it from us.

15 Am I representing just Great Falls? No, I'm
16 representing most of the Dranesville District, because we
17 have resolutions -- that I'm not going to go over now --
18 passed by the McLean Citizens Association and the Great
19 Falls Citizens Association, so you've got about one-fifth
20 of Fairfax County talking about this. But it also affects
21 the Tysons area, which is not within our jurisdiction.

22 And we want to eliminate bailout traffic which
23 is occurring because of the traffic jams. If you want to

1 provide the linkage to the toll roads and the Metro --
2 toll roads that you're building and also the Metro stops,
3 you need that 6.5 (inaudible).

4 There's one thing that you've got in the plan
5 in the next two or three years, and that is a turn at
6 Route 7 and Georgetown Pike. It's controversial.

7 We don't want the project stopped, but we
8 would like the consideration of rethinking that turn and
9 using those funds -- don't eliminate the funds -- but use
10 the funds to widen Route 7 instead of the turn. The turn
11 would create the beginning of the widening of Georgetown
12 Pike, which is a historic byway, and that's creating some
13 problems.

14 I just in closing would like to say that State
15 Senator Janet Howell, Delegate Barb Comstock and, from the
16 Dranesville District, John Faust have approved the
17 principles of the two resolutions that were passed.

18 I thank you very much for your consideration,
19 and we do appreciate -- in spite of the fact that we want
20 that extra funding which is zero right now, we appreciate
21 the funding (inaudible).

22 SECRETARY CONNAUGHTON: Mr. Apton, thank you.
23 Thanks for being here.

1 Ms. Kate Schwarz of the Fairfax Advocates for
2 Bicycling.

3 MS. SCHWARTZ: Good evening. Is someone
4 acting as the time facilitator?

5 SECRETARY CONNAUGHTON: Sure, I'll do that.

6 MS. SCHWARTZ: Can I get a one-minute warning
7 when I have one minute left?

8 SECRETARY CONNAUGHTON: You just go ahead and
9 say what you want to say.

10 MS. SCHWARTZ: Okay. Thank you.

11 Again, thank you for the opportunity to
12 present comments this evening. I'm Kate Schwarz; I'm here
13 representing Potomac Pedalers -- that's 3500 members and
14 the largest bicycling club in the Washington D.C. area and
15 we're number two in the United States for bicycling -- and
16 the Fairfax Advocates for Better Bicycling.

17 I'd like to talk to you all on the comments
18 made by Chairman Bulova, whereby invoking the words of
19 Secretary of Transportation, Ray LaHood, to consider
20 walking and bicycling as equals with other forms of
21 transportation.

22 So, what can we do along those lines? Well,
23 the first thing is to dedicate funding for bicycling and

1 pedestrian facilities, especially funds for operating
2 facilities like the Fairfax County Parkway trail.

3 That facility has never been repaired, and
4 it's littered with debris. I barely go near the southern
5 portion of it any longer because it's just been uprooted,
6 there's gravel, there's a lot of hazards for cyclists in
7 particular. And it's really a shame because it is a
8 fantastic facility. It could be a major bicycling
9 north/south thoroughfare to take us across the entire
10 county.

11 Bike lanes and shoulders don't get swept;
12 paved trails, as we've said, are cracked and degraded and
13 they're littered with debris and vegetation growth, these
14 kinds of things; and these are real hazards.

15 So, when funding becomes available I encourage
16 you to please dedicate some funding for making these
17 facilities better and for adding new ones -- make them
18 useful by bicyclists.

19 Along those lines as well, in making any
20 enhancements that are occurring now or are going to occur
21 in the future also allow -- don't make conditions any
22 worse for pedestrians and cyclists.

23 Some examples of that are things like any

1 decorative tree plantings, paving stones that just are
2 making things -- I think they create more maintenance
3 issues for VDOT and they also create some hazards in terms
4 of bike friendliness. So, I think you can consider those
5 kinds of issues with future enhancement projects.

6 One thing that ties into that real well is
7 the HOT lanes project. We support UPC 94363 to have bike
8 facilities that are to be built, most of the bridges and
9 overpasses in conjunction with the HOT lanes project, and
10 when that project is completed, we'd really love to see
11 those new pedestrian and bike facilities connected with
12 existing infrastructure or to add on (inaudible).

13 So, for real dangerous spots like crossing
14 Gallows Road on the Beltway -- I think that's going to get
15 better -- but to get to the hospital on one side and to
16 get to some of the neighborhoods on the other side and to
17 get to Annandale, it's still going to be a real challenge
18 for cyclists. There is, in fact, a school right on the
19 southbound side of Gallows Road.

20 So, we're excited about the new bridges, and
21 we'd really love to see some new facilities that those
22 hook into -- again, to create these connections that are
23 so critical for bicyclists and pedestrians.

1 And the other thing is Route 28. Great job
2 with all the cloverleaves. It's great to drive on it, but
3 it's a huge barrier for cyclists. You can't get to
4 (inaudible) for a trip to Sully Plantation, these kinds of
5 cultural sites; plus all the public centers along that
6 corridor and the enormous employment opportunities there
7 could really, again, take lots of cars off Route 28 and
8 let people go on non-motorized transportation, cut our
9 carbon footprint, improve our cardiovascular health, all
10 good stuff for Route 28.

11 Then the last thing -- and we've seen some
12 efforts in this area. We're real excited about Gallows
13 and Lawyers Road in Fairfax County. They put those on the
14 Road Diet recently, and we've got some bike lanes there.
15 And those are great; they get us over to Metro, get us
16 from Reston and Vienna.

17 We would love to see some more of that, and
18 we know that funds are limited, so this is a great way to
19 kind of stretch those transportation dollars and, again,
20 a low-cost way to inform motorists that cyclists are
21 entitled to share the road as legally as vehicles under
22 the Commonwealth's law.

23 Or maybe even just some signage. If there's

1 not room for pavement, maybe some signage that cyclists
2 may use the lane, again just to educate the folks at the
3 steering wheels that cyclists are entitled to use those
4 facilities.

5 So again, just to kind of wrap things up, an
6 overarching theme to stick with and comply with Secretary
7 of Transportation Ray LaHood's overarching statement and
8 his theme that he's presented as part of our current
9 presidential administration, to consider walking and
10 bicycling facilities as equals with other forms of
11 transportation.

12 Thanks for your time tonight.

13 SECRETARY CONNAUGHTON: Thank you very much.
14 Thanks for being here.

15 Bob Chase, Northern Virginia Transportation
16 Alliance.

17 MR. CHASE: Thank you, Mr. Chairman; it's good
18 to be with you.

19 I was trying to think this morning as I was
20 busy cutting myself shaving what you could possibly say
21 when you're asking people to, you know, give advice on
22 shaping a transportation program that has no money.

23 And I was kind of reminded of a Candid Camera

1 episode years ago in which there was an actor dressed as
2 a State Police officer who was stopping motorists on a
3 rural road at the Maryland/Delaware border and informing
4 motorists that Delaware was closed.

5 People would say, "Delaware is closed?" He'd
6 say, "Yes, we just decided it was kind of too busy today
7 and the Governor just asked that we close the State
8 today." And the people would say, "Well, could we come
9 back tomorrow?" And he'd say, "Well, maybe tomorrow," so
10 then they'd turn around. But, anyway, just "Delaware is
11 closed."

12 Virginia's transportation program is in danger
13 of becoming much like Delaware, not just for a day but for
14 a longer period. For example, the statewide allocation
15 formula, over which folks argued and fought for years, is
16 now closed for lack of funding.

17 The transportation and revenue-sharing program
18 has been drastically cut back and soon may be closed for
19 lack of funding.

20 The secondary road funding program that you've
21 heard a lot about today has so little money that it might
22 as well be closed. The Draft SYIP contains \$50 million a
23 year to address the needs of 48,000 miles of secondary

1 roads in Virginia.

2 The SYIP contains less than \$200 million a
3 year for the Commonwealth's 8,000 miles of primary roads
4 and only slightly more for our 1,100 miles of interstate
5 roads at a time when the system in Northern Virginia and
6 Hampton Roads is becoming increasingly congested and in a
7 state of disrepair.

8 Urban road and transit funding levels are also
9 down from previous plan levels.

10 Funding in the Draft SYIP that you are now
11 looking at is approximately half of the 2002 level. And
12 back in 2002, you'll remember, we thought we had a
13 transportation funding problem when we did the referendum,
14 when we had twice as much money as we have today.

15 Although these hearings are advertised as an
16 opportunity for citizens to help shape Virginia's future
17 transportation program, in reality there is not much money
18 to do much shaping. In fact, absent the \$500 million in
19 new bond funding, even more previously approved programs
20 would be dropped from the SYIP.

21 At a time in which Virginia is intent upon
22 letting the world know it is open for business and jobs,
23 the reality of it is that its transportation program is

1 moving closer to a closed-down mode that will make it
2 increasingly difficult to attract and keep the jobs we
3 seek.

4 Mr. Secretary, the Alliance knows that you
5 and other CTB members well understand the magnitude of
6 this problem and are working to address it, but we would
7 also ask you to know and remember that last year the
8 Transportation Alliance and virtually every major business
9 organization in Northern Virginia endorsed the need for
10 new dedicated sustainable funds and acknowledged the
11 reality that putting the Commonwealth's transportation
12 program back on a sound fiscal footing will require a
13 broad range of measures and a range that includes new
14 taxes and fees. We said essentially that, if you do the
15 math, you cannot solve the problem without including new
16 taxes and fees.

17 So, we hope that you will look at various
18 methods and various options, and we know what certain
19 parties -- certain directives and statements that have
20 been made in the past, but the reality of it is that I
21 think we better put -- if we're going to solve the
22 problem, we have to put -- and get everybody to the table
23 -- we have to put all transportation funding options on

1 that table.

2 Thank you.

3 SECRETARY CONNAUGHTON: Thank you, Mr. Chase.

4 Allen Muchnick, the Arlington Coalition for
5 Sensible Transportation.

6 MR. MUCHNICK: Good evening, Secretary
7 Connaughton and members of the Commonwealth Transportation
8 Board. I'm Allen Muchnick, and I'm speaking for two
9 distinct organizations that advocate effective and
10 sustainable 21st century transportation, the Arlington
11 Coalition for Sensible Transportation and the Virginia
12 Bicycling Federation. My remarks are divided between
13 these two organizations.

14 For more than a decade, ACST has asked the CTB
15 to expeditiously and permanently end traffic congestion on
16 I-66 inside the Beltway. Doing so requires little or no
17 money or disruptive and counterproductive construction.
18 It only requires vision, common sense and political will.

19 Widening I-66 is unwarranted, unnecessary and
20 counterproductive because I-66 already has adequate
21 capacity for private vehicles. The Commonwealth's
22 management of I-66 congestion, however, has been grossly
23 inadequate.

1 As VDOT's uncompleted Idea-66 Study found
2 more than five years ago, extending the hours of HOV-2
3 restrictions, establishing a shoulder busway and/or
4 implementing congestion-priced tolling are all viable and
5 superior alternatives to roadway widening.

6 DRPT's I-66 bus and TDM study, conducted
7 last year, had useful findings and recommendations,
8 but the study was scoped too narrowly, few specific
9 recommendations are being implemented and the segment
10 inside the Beltway is not being studied further.

11 The CTB should create a full-time, uncongested
12 busway on I-66 both inside and outside the Beltway via HOV
13 restrictions, congestion pricing and/or bus-on-shoulder
14 operations.

15 Over the past nine years the National Capital
16 Region Transportation Planning Board has authorized VDOT
17 to complete a full, fair and open study for the future of
18 I-66 inside the Beltway on three distinct occasions.

19 Moreover, in 2009 the TPB prohibited VDOT from
20 advancing I-66 spot improvements #2 and #3 -- which now
21 have different names -- or at least one of them does --
22 until such a study is completed. ACST once again asks
23 the CTB to expeditiously commission a full, fair and

1 transparent study for the future of the I-66 multimodal
2 corridor inside the Beltway.

3 The Virginia Bicycling Federation appreciates
4 the CTB's support of bicycling and walking in recent
5 years. VDOT has been making considerable progress in
6 advancing and integrating these modes, but much remains
7 undone and substantial progress will not occur without
8 more staff and financial resources and a paradigm shift at
9 VDOT, starting with the establishment of VDOT bicycle and
10 pedestrian committees for each VDOT district, MPO and/or
11 PDC. Nowhere is the need for a regional bicycle advisory
12 committee greater than for Northern Virginia.

13 In addition, we eagerly await the completion
14 and adoption of VDOT's first statewide bicycle plan and
15 VDOT's rehiring of a highly competent statewide bicycle
16 coordinator, a federally mandated position that has stood
17 vacant since December of 2009.

18 I'm disappointed that the 2010 tentative
19 enhancement program allocations have such a small
20 proportion of proposed awards for trail and bicycle
21 projects.

22 Furthermore, the Northern Virginia district,
23 with more than twenty-five percent of Virginia's

1 population, is slated to receive less than ten percent of
2 the total transportation enhancement money.

3 To improve the objectivity, quality and
4 transparency of transportation enhancement awards, the CTB
5 should disclose the individual project application scores
6 for all submitted project applications when releasing the
7 tentative transportation enhancement program allocations
8 for public comment.

9 Regarding DRPT, VBF urges that all publicly-
10 funded rail improvements, such as highspeed rail corridors
11 and the Intermodal Center near Roanoke, provide public
12 trail access along and across the rail facility, as
13 appropriate.

14 Rail corridors are often ideal for long-
15 distance trail facilities, including the East Coast
16 Greenway, a developing national project that will connect
17 urban centers from Maine to Florida.

18 Thank you for your consideration.

19 SECRETARY CONNAUGHTON: Thank you, Mr.
20 Muchnick.

21 Stewart Schwartz of the Coalition for Smarter
22 Growth.

23 MR. SCHWARTZ: Thank you, Mr. Secretary and

1 members of the CTB, for being here tonight and for
2 listening to our testimony.

3 The Coalition for Smarter Growth has been
4 around for about thirteen years now, and we represent
5 many of the conservation and transit advocacy and housing
6 -- even some of the housing advocacy groups in the region,
7 working on the integrated issues of housing,
8 transportation, land use and the environment.

9 I recognize the stress that you're under and
10 that our budgets are under here, and I think that it's
11 reflective of a world that has changed and some
12 significant challenges we face.

13 First, on the energy side, we are five percent
14 of the world's population -- or less than five percent --
15 and we use twenty-five percent of the world's oil. We use
16 seventy percent of it for transportation.

17 The individual household transportation costs
18 have risen precipitously. Triple A tells us there's seven
19 to eight thousand dollars a year for a four-door car. Own
20 two or three cars in a family, and there goes some college
21 savings or money to start a small business.

22 It also makes us much less efficient than many
23 other countries in the shipment of goods, in the conduct

1 of daily business in general, the amount of money our
2 economy spends just on moving around -- and, of course,
3 the national security implications of that oil dependency.

4 Second is climate change. We're going to see
5 sea-level rise in Virginia as a result of it. It would be
6 nice to minimize it and not lose the ports in the process
7 over the coming decades.

8 And we need to do things like reduce the
9 amount of vehicle miles traveled and the CO2 emissions
10 that come from our automobiles. VMT has been rising about
11 three times the rate of the population growth over the
12 last twenty years.

13 Aging infrastructure -- you know all about
14 that. Last year Secretary Homer talked about 3.7 billion
15 dollars in structure-deficient bridges, 1 billion in
16 deficient interstate pavement, and we know Metro needs
17 about 10 billion in capital replacement needs.

18 But don't just think transportation. Think
19 about our aging water and sewer systems which seem to be
20 blowing up in our older inner suburbs, not just our
21 cities, right now.

22 Another cheery notes is national bankruptcy.
23 We don't have the money, as you know, unless we borrow it

1 from the Chinese at this point.

2 The good news -- one piece of good news is
3 that we do have existing infrastructure. We do know how
4 to build cities and towns that are walkable and have a
5 lower transportation demand, and we have changing
6 demographics and market demand.

7 We have empty-nesters, retirees, young
8 professionals and others coming back to cities, towns or
9 looking for simply a more walkable mixed-use community in
10 the suburbs. That's part of your -- a big part of your
11 transportation solution.

12 So, we're recommending, first, continue to
13 meet Virginia's policy of fixing it first, and I think you
14 probably have even more maintenance than you are already
15 doing that you could be doing based upon that backlog.

16 Second, think about these world trends that
17 we're facing and invest very differently in your new
18 capital projects. First, freight rail -- and I think
19 Virginia deserves huge kudos for its investment in freight
20 rail and associated investment in passenger rail and for
21 having a very methodical plan for that. I think it's
22 positioned us well.

23 Land use and local street networks -- support

1 these mixed-used communities, whether it's North
2 Woodbridge, which has a new plan, the areas adjacent to
3 Warrenton or to Leesburg or the Route 1 corridor
4 revitalization we need to do in Fairfax and Prince
5 William.

6 But that means you have to change your
7 formulas. We can't have all the money just go to
8 Interstates and zero-out and dump the primary and
9 secondary street networks that would support these sorts
10 of walkable communities.

11 We have to invest in transit to support these
12 communities, but you don't invest in transit, though, if
13 you're not going to do the transit (inaudible) development
14 with it. We didn't plan it ahead of time for Dulles Rail,
15 like we should have, and we're catching up.

16 Buses will be a bigger part of it. Dedicated
17 bus lanes are amazingly efficient. Again, don't do it
18 unless you're going to focus on land use. Think about a
19 Route 1 corridor and doing the mixed-use development.

20 Doing redevelopment, I think, is much more
21 efficient for us all the way around. If we have to repair
22 old bridges and fix Route 1 and fix the water and sewer,
23 why not incentivize developers to come there, help us

1 replace that aging infrastructure.

2 But if they go out to a new green field, we
3 have to give them some new roads and access. They're
4 going to build a bunch of new roads, and all that capital
5 will be expended out there and nobody is left at home
6 minding the store and repairing the old. So, that's why
7 we should be redeveloping where we already have existing
8 infrastructure.

9 You did great stuff with HB 3202 back in 2007.
10 The urban development area, secondary street (inaudible)
11 activity and access management performance standards are
12 all things that Delegate Athey, the Speaker, the Governor
13 and the CTB all supported as a way to reduce your
14 transportation costs. Let's do more of that.

15 I'll skip over a couple of things here. We
16 are concerned that we not spend money on rural bypasses
17 where there's nobody living and we can't make these
18 things, you know, really pay themselves -- and that can
19 include Route 460 and it certainly includes the Tri-County
20 Parkway -- when we need to fix I-66.

21 And we've got a challenge in Loudoun.
22 They have about a 2 billion dollar transportation wish
23 list that they are reviewing right now as part of their

1 County transportation plan, and in our view it is a
2 product of flawed modeling and a failure to look at
3 alternatives. And the CTB and the Governor can't meet
4 this demand if every county comes up with a wish list like
5 that. We do need to look at alternatives.

6 On the PPTA, we know there's a good report
7 out today that we're going to review, and we're going to
8 make some recommendations. I think a lot of the push for
9 the PPTA, of course, is to look for revenue.

10 I will say here that, yes, let's look for
11 revenue, gas tax, VMT tax, parking pricing, congestion
12 pricing; let's consider all those alternatives. But the
13 key is, you can't throw revenue at it without these
14 fundamental reforms we need in where and how we grow and
15 how we (inaudible) urban design and our communities.

16 So, thank you very much.

17 SECRETARY CONNAUGHTON: Mr. Schwartz, thank
18 you very much.

19 Dennis Dineen.

20 MR. DINEEN: I'm Dennis Dineen, and I've lived
21 in this area most of my life -- in fact, all of it; I was
22 born in Washington.

23 I have been to a lot of meetings over the

1 years. In fact, I was involved back when I was in college
2 with the plans in the '60s for Metro, which was very,
3 very controversial at the time.

4 The only model for transportation in those
5 days was highways, and the only Metro system that anybody
6 saw in those days was New York City's, which was a
7 disaster at the time. It was falling apart and it was
8 crime-ridden and people said, "We will never do that in
9 Washington; that's stupid and too expensive and no one
10 will ever ride it anyway."

11 Well, luckily they were wrong, because now
12 750,000 people a day ride Metro, and a lot more would if
13 it went a lot of other places. And now they're finally
14 going to Dulles Airport, twenty years after they should
15 have started.

16 But my greater point here is not a history
17 lesson but that you can't pave your way out of this mess,
18 never. If paving your way out of this mess worked, Los
19 Angeles would be a great city to drive around in. Anyone
20 who has spent hours on the Harbor Freeway and those ten-
21 lane backups knows that it doesn't work.

22 Now, not everybody can take transportation,
23 but when a lot of people take transportation, the roads

1 and infrastructures that exist are adequate or at least
2 less congested. It's cheaper to pay to put people on
3 public transportation, take them off the road, rather than
4 building more lanes, more parking lots, more interchanges,
5 bridges, whatever, to try to provide them with enough room
6 to drive around. Because you never catch up. Again, Los
7 Angeles would be a classic example. They've been trying
8 for seven years, and they're worse now for the effort than
9 they were in the 1930s.

10 I would say simply this. You do need to think
11 of things a different way. You can't pave your way out.
12 It will never -- you'll never catch up.

13 And for every -- you'll put more bridges,
14 tunnels, expressways, overpasses and what have you, and
15 when you're finished they'll be coming back to you and
16 saying, "We need another billion dollars to build more
17 expressways, overpasses, parking lots, whatever."

18 That's all.

19 SECRETARY CONNAUGHTON: Thank you, Mr. Dineen.

20 That's all we have who is signed up. Anyone
21 else like to make a statement?

22 Come on down, Mr. Walker.

23 MR. WALKER: I'm Christopher Walker, and I

1 founded the Dulles Corridor Users Group. I'm dressed like
2 this because unlike a lot people who said they favor
3 bicycling, I actually biked over here tonight, so -- it's
4 a pleasure, and I want to thank you all for coming up.

5 I'm just going to pat VDOT on the back, and
6 Secretary Connaughton, for just a superb study on the I-95
7 Priority Bus system. It's available at the Virginia Mega
8 Projects site.

9 It's a study that concluded that for 51
10 million dollars in capital improvements we can serve a
11 huge shed, commuter shed, south of Washington almost all
12 the way -- half way down to Richmond and get 36,000
13 boardings a day, which is pretty much what Dulles Rail is
14 projected at capital cost; it's going to approach six
15 billion dollars.

16 So, getting the same bang for our buck at one
17 percent of the capital investment is consistent with the
18 studies that have been done by Maryland on I-270. They
19 concluded Priority Bus (inaudible) was worthwhile.

20 The same conclusion was reached on I-405 in
21 Seattle, the Bellevue area, which goes east of Lake
22 Washington, a very wealthy area comparable to Fairfax
23 County; it's where Microsoft is located.

1 So, I commend Secretary Connaughton and all
2 of you to do cost-effective studies. We're heard from the
3 transit lobby tonight. You should know that in Virginia
4 overall the transit mode (inaudible) demand by passenger
5 miles, freight miles is about two percent.

6 The Washington Metropolitan area is spending
7 more than fifty percent of its constrained long-range plan
8 on transit to satisfy modes of currently 4 percent,
9 projected to climb 2.7 percent in 2030.

10 So, I have to say, despite all the good
11 intentions of the people who spoke tonight, transit as a
12 relative proportion is grossly over-funded. I don't know
13 what the allocation is for the State -- I think it's
14 around 30 percent -- but keep in mind that there is no
15 distinction today between transit and roads.

16 Typically, rail operations -- and there are
17 many of them around the country operating at about 25
18 miles an hour, so they're not competitive and they're
19 extremely expensive.

20 Dulles Rail is costing about the same as
21 doubling the size of the Panama Canal and, believe it or
22 not, it would be cheaper to buy -- it would be cheaper to
23 offer a chauffeured Rolls Royce to every new rider that

1 Dulles Rail will attract. The numbers are staggering.
2 It's about \$100 per new rider.

3 So, please do your cost-effectiveness studies
4 -- I commend the Secretary for getting into this -- and
5 look at the numbers the way they are, because roads are
6 very, very mildly subsidized, certainly less than a penny
7 a mile. Transit is typically subsidized around 80 cents a
8 mile. It's necessary, but I would leave the transit
9 component up to the localities and focus on primary and
10 Interstate roads the way you're doing now.

11 I think the Secretary and the CTB -- hopefully
12 it's going to move in that direction, and I commend you.
13 Look at the cost benefits on it, because Virginia is still
14 basically a rubber tire surface transportation type of
15 state. You've got to remember transit does not serve
16 freight, okay?

17 And don't get confused by commuter share
18 versus overall share. Commuter share is a transit number
19 related to people going in and out of central cities, but
20 Virginia is very dispersed now, about 98 percent of people
21 either driving or van-pooling, and about seven times as
22 many people car or van-pool nationwide, including Virginia
23 state transit.

1 And that's the mode you should encourage. We
2 can put congestion-managed lanes, put a couple of people
3 in the vehicle the way that Shirley Highway works -- it
4 works brilliantly -- and I commend you all for having come
5 up with a study on I-95.

6 Thank you.

7 SECRETARY CONNAUGHTON: Thanks, Mr. Walker.

8 MR. ROBERT WHITFIELD: I'm Rob Whitfield, and
9 I also work in the Dulles Corridor Users Group. I didn't
10 even see Chris down in the front.

11 Secretary Connaughton, thank you for coming up
12 here tonight along with the members of the CTB. I don't
13 envy you your task of how you deal with the problems that
14 we face, but I assure you that there are many, many
15 thousands -- millions of people in Virginia who rely on
16 the road system whose interests need to be properly
17 represented.

18 Unfortunately, what we've heard -- as Chris
19 Walker just said, the transit lobby is always very heavily
20 evident when we have these kind of proceedings. And in
21 fact, as I understood the purpose, it was about the
22 secondary road system.

23 But since the transit lobby has spoken a lot,

1 what I would want to tell you about is that three or four
2 weeks ago Supervisor Pat Herrity of Fairfax County held a
3 hearing on I-66 improvements outside the Beltway, and what
4 was significant -- and I didn't -- I went into that with
5 an open mind -- is that people of different political
6 persuasions, including State Senator Chap Petersen, who
7 was here before, basically concluded that bus rapid
8 transit was the most effective solution for the 66
9 corridor. And I think that's because they recognize that
10 bus rapid transit would be one-tenth the cost of a heavy
11 rail system.

12 And what Fairfax County didn't tell you is
13 that they're coming up with this plan in which the council
14 government's TPB is proposing tolls on local highway
15 systems. I haven't seen the details, but I gather they
16 have a transportation committee upcoming in the next
17 couple of weeks.

18 So, I don't have the details of this, but what
19 I can only tell you is that we who live in the Dulles
20 Corridor do not feel it's fair that we have been taxed
21 basically on the Dulles Toll Road to pay for a benefit
22 which is the rail system, which the County's own studies
23 this last month have shown that only 20 percent of the

1 people who live in the upper Potomac planning district,
2 which is northwest Fairfax County -- I think the numbers
3 were 9 percent work in Tysons, 7 percent in D.C. and 3
4 percent in Arlington County -- so roughly only 20 percent
5 of the people who live in northwest Fairfax County would
6 be able to use the Dulles Rail system.

7 So, one of the things that needs to happen
8 when you are considering funding for anything is who is
9 going to use this facility, and whether it's a road or a
10 rail project, we have to have much better understanding of
11 what the market demand is really going to be, because in
12 the case of Dulles Rail, the cost including the financing
13 costs will be close to 10 billion dollars over the next
14 forty years.

15 Somebody has to pay for this, and in this
16 instance the State has abdicated its responsibility for
17 what is truly a regional and, in fact, national project.
18 And so, we're going to be paying for this for the next
19 forty years under the present financing plan.

20 So, as to how we come up with money for local
21 roads, I think in Prince William County -- when you were
22 chairman in Prince William County, as I recall, you did
23 about 500 billion dollars in local road funding bonds over

1 a fifteen-year period. And Loudoun County is doing some
2 of that.

3 But, unfortunately, in Fairfax County they
4 seem to have been unable -- basically unable to finance
5 local road projects, and indeed yesterday the County Board
6 approved 120 million more in funding for Metro Matters.

7 But I didn't hear anything for roads at the
8 local level, so maybe what we need to do from your end of
9 the world is to encourage states by matching-formula
10 processes that give the incentive to counties to raise
11 local bond monies to help match what the State is doing.

12 I don't know how that should be done, but I
13 hope the Governor can convene a special session of the
14 General Assembly later this year and come up -- look for
15 some interesting proposals to help us, because we do have
16 to fund our road system.

17 Thank you, sir.

18 SECRETARY CONNAUGHTON: Thank you, Mr.
19 Whitfield.

20 At this time we're going to close out this
21 evening's public hearing. I appreciate everybody coming
22 out this evening.

23 We will be having hearings next Tuesday in

1 Chesapeake, which is for the Hampton Roads District, and
2 then next Wednesday out in the Salem District and
3 Southwest Virginia and the Valley -- out in actually
4 Dublin, Virginia.

5 So, I appreciate everybody coming out this
6 evening, and this will conclude this evening's meeting
7 unless anyone wants to hear from the Board.

8 No? All right. Then, thank you very much.
9 Have a good evening.

10 * * *

11 (Whereupon, at approximately 8:40 p.m., the
12 public hearing was concluded.)
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CERTIFICATE OF COURT REPORTER

I, KATHLEEN M. ELIAS, a Certified Verbatim Reporter, do hereby certify that I took the stenographic notes of the foregoing proceedings, which I thereafter reduced to typewriting; that the foregoing is a true record of said proceedings; that I am neither counsel for, related to, nor employed by any of the parties to the action in which these proceedings were held; and, further, that I am not a relative or employee of any attorney or counsel employed by the parties thereto, nor financially or otherwise interested in the outcome of the action.

KATHLEEN M. ELIAS, CVR
Court Reporter