



## Minutes

**PROJECT:** Richmond Highway BRT Executive Committee Meeting #12

**DATE & TIME:** July 12, 2021 1:30 - 3 PM

**LOCATION:** Conference Call (a recording of the meeting is posted at [https://www.youtube.com/watch?v=aidedcCqdEI&ab\\_channel=FairfaxCountyGovernment](https://www.youtube.com/watch?v=aidedcCqdEI&ab_channel=FairfaxCountyGovernment))

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### Attendees:

#### *Committee:*

Monica Backmon, NVTA  
Tom Biesiadny, FCDOT  
Barbara Byron, DPD  
John Lynch, VDOT  
Jennifer Mitchell, DRPT  
Honorable Dan Storck, Supervisor – Mt. Vernon  
Marcus Wadsworth for Chairman Jeffrey McKay, BOS

AJ Hamidi, FCDOT  
Todd Horsley, DRPT  
Ron Lilley, FCDOT  
Claudia Llana, VDOT  
Doug Miller, FCDOT  
Christine Morin, BOS  
Nick Rinehart, BOS  
Eric Teitelman, FCDOT

#### *FCDOT Program Management Consultant:*

Allison Berkheimer, PMC  
Suresh Karre, PMC  
Henry Kay, PMC  
Jennifer Koch, PMC

#### *Staff:*

Vanessa Aguayo, FCDOT  
Aaron Campbell, BOS  
Noelle Dominguez, FCDOT  
Clinton Edwards, DRPT  
Ricky Foley, FCDPWES  
Robin Geiger, FCDOT

#### *Others:*

N. Teague  
Raquel

Vanessa Aguayo opened the meeting and reviewed the agenda which includes updates on public engagement, NEPA, FTA coordination, and right of way acquisition; endorsement of the design; and the 12-month outlook.

With regard to public engagement, FCDOT held a meeting on the design on June 30 and the public comment period was open through July 9. There were 70 attendees at the meeting. The next meetings will be this fall and will feature “Community Charm” elements of the project.

With regard to NEPA, we are still working to conclude the Section 106 consultation process. We are working with FTA to respond to the National Trust’s objection to the Department of Historic Resources’ finding of No Adverse Effect.

FCDOT has provided responses to earlier FTA comments on the Categorical Exclusion and technical reports. We are now waiting for FTA’s final review and expect signature this summer.



With regard to FTA coordination, the project is now listed in the New Starts Annual Report. Later this fall we will request entry into Engineering.

We are planning to begin right of way acquisition following NEPA approval. The first priority is full acquisitions. Appraisals are now underway for two properties approved for early acquisition. We are continuing to work with property owners. Impacts were presented at the June 30 public meeting and maps are available online.

With regard to roadway and station design, we continue to collect comments and refine the design. We shared changes at the June 30 meeting, including:

- Fordson Road
- Fairhaven regrading
- A&A Rentals
- St. Louis Catholic Church - Walsh Hall
- Collard Street
- Boswell Avenue sidewalk

The project design generally includes six general purpose lanes, a center-running transitway, nine BRT stations, and continuous sidewalks and cycle tracks on both sides.

We have received 106 comments to date. About 50% of the comments contained comments or questions related to the design or operation of the system but did not state overall support or objection to the project. Topics included utilities, roadway width and crossing safety, speed limit as tied to sound walls and lane width, cost, and property impacts. About 32% of comments stated direct support for the project. About 15% stated opposition.

Today we are seeking the BRT Executive Committee's recommendation that the full Board of Supervisors endorse the preliminary design plans at its July 27 meeting.

Supervisor Storck asked if the design updates were presented at the public meeting. Vanessa said everything was presented.

Vanessa asked for a motion to recommend that the Board of Supervisors endorse the design. Supervisor Storck made the motion, and it was seconded by Jennifer Mitchell. The committee unanimously voted in favor of the motion.

Vanessa said the 60% design is now underway. Areas to be further refined include:

- Roadway and intersection refinements
- Stormwater management/drainage
- Bicycle/pedestrian design
- Cost savings opportunities

Vanessa said that potential noise wall locations were identified using federal and VDOT guidelines. The locations have not changed since the 20% plans and will be refined as project moves to construction. Further input will be sought from property owners and tenants. Supervisor Storck said he understood the need for walls is related to the roadway speed limit, and the need for walls would be reduced if the speed is lowered. He will not support any walls. Doug Miller said noise walls are required by FTA as mitigation, and residents determine whether walls are needed. Tom Biesiadny said roadway speeds may have some effect on the need for walls. The County has asked VDOT to study lowering the speed, but COVID-related traffic



volumes have delayed the study. VDOT should be able to collect data this fall. Once we see the results of the study we may be able to update the environmental document. Eric Teitelman noted that if the impact is less we would not need to revise the document. Supervisor Storck asked that the Board item note that the speed study is underway.

Vanessa reviewed the 12-month outlook which included the following:

- Value Engineering workshop (July 2021)
- BOS Design Endorsement (July 2021)
- Categorical Exclusion Signature (September 2021)
- Request to Enter FTA Engineering (November 2021)
- Right of Way Acquisition/Demolition (Underway)
- Complete 60% Roadway & Station Design (Early 2022)
- Third Party Coordination (Underway).
- Utility Coordination (Underway)
- Electric Bus technology review (Early 2022)

Barbara Byron asked whether the value engineering workshop had been completed. Vanessa said it would be held the following week. Barbara asked if Vanessa anticipated that amenities would be eliminated. Tom said we would likely receive a wide range of ideas, but the County will determine which are adopted. The County will not go back on any commitments to agencies or communities. Eric said value engineering is required by FTA, and County follows this process for all federally funded projects. Ideas that conflict with the purpose of the project will not be accepted.

Jennifer Mitchell asked about the scope of the electric bus technology review. Vanessa said the study is considering costs and implications for operations. Eric said cost includes both vehicle cost and infrastructure cost. County bus facilities are not equipped for electric charging, but FCDOT Transit is evaluating looking at long-term conversion. Tom said the Board of Supervisors has set a goal to be fully electric by 2035. There are community benefits to consider as well as costs.

Vanessa said the next Executive Committee meeting would be held in September or October. Topics would include branding refinements, station design, and community charm.

There being no further discussion, the meeting concluded at approximately 5:15 PM.

Prepared by H. Kay