

**Fairlington Citizens Association  
Executive Board Meeting Minutes  
Fairlington Community Center  
3308 S Stafford St  
05/10/17, as approved**

**Board Members Present**

President Guy Land  
Vice President Jonathan Ansley  
Treasurer Ed Hilz  
Secretary Lindsay Willmann  
Director Jen Davies  
Director Hugh Baumgardner  
Director Kent Duffy

**Board Members Absent**

Director Chris Weathers  
Director Evan Harvey

**Call to Order**

The Executive Board meeting was called to order at 8:10 pm. President Land presided and noted the presence of a quorum.

**Approval of Agenda**

There was unanimous consent to approve the agenda distributed by President Land by email and hard copy.

**Approval of Minutes**

The minutes from the April meeting will be available within the next couple of weeks and will be distributed and approved anonymously if no one objects. No objection was noted.

**Officer Reports**

*President*

Today, President Land received an email from Fairlington Presbyterian regarding their vote to move forward with a sale of a portion of their land. The church will still be there, but a portion of the parking lot will be transferred to another owner. They offered to present to the community regarding the project details, and President Land agreed to schedule a call to hear more of the details before assigning a date. President Land also noted that Parkfairfax has invited all residents to their briefing with the new CEO of DASH. The Virginia members of the WMATA Board are doing a briefing in Alexandria and we will flag that in the AFB. He also mentioned the County will soon begin demolition and realignment of the two left turn lanes at the intersection of Walter Reed and Arlington Mill. This will act as a test before full-scale improvements later this year. Treasurer Hilz added that there has been some debate surrounding the pedestrian crossing provisions at the intersection.

*Vice President*

Deferred

*Treasurer*

Deferred

*Secretary*

Secretary Willmann noted an influx of emails asking the FCA to add resources (i.e. fire safety tips) to the website. She asked if this is something we wanted to examine further, and members of the Board agreed local individuals and organizations are providing similar resources throughout the year in the AFB. These resources seem sufficient, so at this time no others will be considered.

### **Unfinished Business**

*None*

### **New Business**

*Fairlington 5K Wrap-up*

Director Davies reported on the 5K. She noted there were 542 participants this year, and that everything ran smoothly. Beth McGinn shared they took in a total of about \$40,000. Joe Hartmann is handing over his information and files to Director Davies, and she will manage the permit process and organizing volunteers. She may need assistance picking up permits throughout the workweek when the time comes, but otherwise she is comfortable taking care of other tasks next year. The auction was also well-attended, with non-Abingdon families in attendance there in support. The bidding window seemed rather short, which is probably due to PTA childcare hours. President Land mentioned Joe also liked the idea of turning the management over to PACERS. They've mentioned having the finish line in Shirlington, so their participation may change the feel of the 5K.

*Fourth of July Parade*

President Land has a quote from Terry that the food truck charge is \$2200, and they are requesting a 50/50 split with FCA. It would be a \$400 increase to what was allocated in the budget. The fee would be all-encompassing and no additional charges for residents would be incurred. Treasurer Hilz asked whether or not Fairlington Villages will handle the drinks, and President Land noted that he would get in touch with Terry to find out. Treasurer Hilz motioned to approve the request for increased fund, which was seconded by Director Baumgardner. Director Duffy noted concerns about spending \$2200 on free hot dogs, but was amenable to approving the funding. President Land noted the tradition of providing hot dogs, and that removing the option may cause mass disappointment. The motion passed 6-0.

*Bus stop at 34<sup>th</sup> and Utah*

Treasurer Hilz and President Land began the discussion about the bench installed in the middle of the sidewalk at a former bus stop at 34th and Utah. Treasurer Hilz recommended a request that they restore the site to the original condition. Director Duffy expressed reluctance at removing the pad ahead of bus negotiations in the fall in case it could be used at a later date. Additionally, some benches in the County have been installed in a similar fashion, though this is not the trend in Fairlington. President Land noted the County would need a reason to remove. Secretary Willmann mentioned possible reasons include that it poses a hazard to runners and walkers with strollers, and that it goes against maintaining consistent bench installations in the neighborhood. Treasurer Hilz mentioned we could add a proviso that it can stay until the final bus routes have been approved, at which time it should be removed if it is not an active bus

stop. The final request would include this and a request for removal and restoration to its former state. The Board approved this approach with unanimous consent.

#### *AFB Advertiser*

President Land forward members of the Board a letter from NOVA regarding work in a residents home and subsequent complaints. The resident in question asked the Board no longer allow them to advertise in the AFB. NOVA issued the letter in response that included a record of construction and handling of complaints. No other complaints about NOVA have been noted in the past. President Land indicated that the AFB includes a disclaimer that says we do not vouch for the contractors advertising there. Additionally, NOVA seems to be a consistent provider in the neighborhood with no previously noted issues. He asked the Board if they felt a ban on NOVA advertising was necessary, and all Board members agreed it did not seem there were grounds to do so at this time. It is not the FCA's role to get involved in resident/contractor disputes and the AFB disclaimer covers our decision not to get involved.

#### *"Movie Night"*

Secretary Willmann gave an overview of the information she's received about hosting an outdoor movie this summer for residents. In total, it appears the cost will be around \$1000 to hold the event. Licensing, equipment, and rental fees are all considerations. Additionally, the amount of people will impact these figures (particularly licensing) and a system will need to be developed for tracking attendance. A few questions for Secretary Willmann to retrieve answers to were posed. Director Duffy asked how the number of people would best be calculated and regulated. President Land asked whether or not a fee should be assessed. Most Board members agreed they'd prefer the event be free to residents. Treasurer Hilz asked if the companies would offer discounts for multiple showings. President Land mentioned lighting may be an issue, and the site would need a solid final review before finalization. (Perhaps safety recommendations would need to be made in any announcement).

#### *Next Month's Responsibilities*

President Land and Treasurer Hilz are currently assigned to signs, though Secretary Willmann is happy to help out since someone switched with her last month.

#### **Adjourn**

President Land motioned to adjourn, which was seconded by Vice President Ansley and passed at 8:59pm.

Respectfully submitted,  
Lindsay Willmann, Secretary

**Fairlington Citizens' Association Presentation by**  
**395 Express Lanes Project Update**  
**05/10/17**  
**Fairlington Community Center 3308 S Stafford St**

President Land opened the proceedings by giving an overview of upcoming events in the neighborhood, and thanking Bob from Parkfairfax for providing the food. He then welcomed the representatives of VDOT, Transurban and AECOM.

Paul Nishimoto began by introducing Lauren (no last name given - PR manager) and Bruce McCloud. The two current HOV lanes will be converted to three reversible express lanes that run for 8 miles from Edsall Road to the D.C. line. Using the lanes will require the EZ Pass flex. If you put the EZ Pass on the mode that indicates 3 or more are in the vehicle, you can ride for free, and if you use it in regular mode (with only 1-2 passengers) you can pay the toll to do so. It gives travelers the option of using the Express lanes when a more reliable time frame is needed.

The 395 project is currently in the early stages. VDOT is still owner of the express lines, while Transurban is the concessionaire, which means the DBFOM (design, build, finance, operate, maintain) is their responsibility. This spring field surveys, noise studies, early to mid-level design and geotechnical investigations are being conducted. Early this summer, construction is slated to begin. The project is scheduled to open in the fall of 2019.

The initial agreement for the project was made in 2012. In November of 2015 VDOT and 95 express signed the Development Framework Agreement to initiate the Northern Extension project. In early 2017, the 2nd amendment to the Comprehensive Agreement was signed to initiate early works (the current stage). VDOT expects the Concessionaire financial close early this summer and then construction can begin.

Project benefits include a 15% reduction (an average 6-8 minute decrease) in travel time in the General Purpose lanes. Conversely, they anticipate a 35-50% increase volume in HOT lanes as HOV travel is encouraged throughout the day. Currently, the HOV requirement prevents other drivers from using the center lanes, but now vehicles with less than 3 passengers have the option to use the Express Lanes. They expect increasing capacity on 395 and a reduction of diverted traffic to arterial roadways. Noise mitigation is also an advantage, as VDOT examines the potential to install sound walls along the corridor. It will allow all motorists to continue north in the HOT lanes at Turkeycock Run or enter southbound HOT lanes exiting D.C.

Kevin Ginnerty from Transurban then presented improvements to the Eads Street interchange and the Pentagon. VDOT will convert existing ramps at the Pentagon to act differently and more efficiently than they do today. They will become reversible to ease access to the Pentagon and D.C. In the morning, the current southbound ramp will be used to exit directly to the Pentagon. In the evenings, this will reverse (the northbound ramp will give you direct access to 395 south). They will also add four traffic signals that

are coordinated to move traffic more efficiently. VDOT and Transurban have met twenty or more times with the Pentagon to ensure a strong working relationship. One of the earliest parts of the project will include building a new bus loop there to improve traffic flow in the parking lot.

They will add a fourth lane between Duke and Edsall Road on I-395 Southbound. On Edsall Road interchange, they will replace the existing westbound to southbound loop ramp with a signalized intersection.

Late 2017 eastern shoulder and barrier will be removed and replaced between the HOV and general purpose lanes. Grading and widening activities will also be conducted. Additionally, the section from Duke Street to Edsall Road on I-395 will be widened. This will take about a year from start to finish. In early fall of 2018, they will do the same to the westbound shoulder which will also take about a year.

During construction, they are required to keep two lanes open in addition the HOV lanes. They are also not allowed to close lanes during peak hours. Most of the construction work will be night work, with some weekend closures. They are required to meet County noise level restrictions...

Residents were curious about toll costs in the new Express Lanes. Transurban explained they will use the same dynamic tolling pricing as in existing Express lanes. They are only able to control the volume through this pricing structure. They will also be required to keep a minimum travel speed.

Currently, they are working on the Draft Noise Abatement Decision Report and NADR (the refining process) will be submitted to VDOT for review. In the fall of 2017, preliminary sound wall designs will be available and the community vote on the designs and location will begin. VDOT has a map that shows which units are eligible to vote (based on noise analysis data, which indicates a voter as one who will benefit by 5 decibels or greater) and ballots will be mailed when the process begins. Residents were also curious about whether or not the sound walls will take any additional property. Transurban indicated it was their intent to use existing VDOT property. They shared a map of the potential noise barriers to be installed in Arlington based on the Environmental Assessment. The map indicated which areas would be impacted if wall construction proceeds.

One resident inquired whether or not Transurban or VDOT come back to measure how much noise reduction resulted from construction of the sound walls. Mr. Ginnerty indicated he did not have an answer about whether or not they measure impact of sound wall noise reduction, but can get back to them with an answer. Mr. G indicated that all sound walls must all be completed before they can get to project completion which is expected to be in spring of 2020.

Transurban representatives ensured residents that no homes or business will be taken for project construction, and that 3rd lane construction will take place within the existing HOV footprint. (VDOT right of way can be identified in areas where you currently see fences). Additionally, they reminded residents that there would be no interchange construction except at Eads street and that no lane closures would take place during peak hours. VDOT imposes heavy penalties if the contractor does not meet the deadlines and working hours.

The project will also bring (install signage, toll systems, and an Active Traffic Management System). VDOT will also provide sound walls. As a result of this project, the Concessionaire will be required to take \$15 million dollars minimum from toll revenues and put it toward project improvements along the 95/395 corridor.

More information is available at the [395ExpressLanes.com](http://395ExpressLanes.com) website.

#### Q&A

Q: Does the traffic flow work with the current traffic redesign at Eads Road?

A: Transurban did an extensive Traffic Modeling study as part of the Environmental Assessment which indicated that it works better than it does today.

Q: Is the Transit Subsidy adjusted for inflation annually? Also, it seems really low. What percentage of the revenue does that reflect?

A: Yes, it's \$15 million dollars a year, and it is increased over the life of the concession, which turns out to be \$2 billion dollars. The representatives of Transurban and VDOT were not able to answer the question.

Q: Who gets the money and what percentage do the jurisdictions get of that money?

A: The payment goes to VDOT/DRPT, who decide where the money goes. DRPT has taken the lead in collecting potential projects to be funded. VDOT representatives said they were sure the local governments would be consulted. He imagines it will be similar to the 66 project. The money can be used for improvements along the 95/395 corridor, it will not necessarily be limited to Arlington and Alexandria projects.

Q: Will 35-50% increased volume on HOV be offset through Express Lanes and will there be a dedicated bus lane?

A: There is no dedicated bus lane. We believe the one extra lane will accommodate the increase in volume.

Q: Do you have a number of how much traffic accidents have decreased as a result of the 495 project?

A: VDOT did not have the current number. They project traffic accidents will decrease as a result of the 395 project.