

Northern Virginia Transportation Authority

Summary Minutes
MAY 10, 2007

held at George Mason High School
7124 Leesburg Pike
Falls Church, Virginia

Members
(those present are highlighted)

William Euille	<i>Mayor, City of Alexandria</i>
Christopher Zimmerman, NVTA Chairman	<i>Arlington County Board;</i>
Robert Lederer	<i>Mayor, City of Fairfax</i>
Gerald E. Connolly	<i>Chairman, Fairfax County Board of Supervisors</i>
David Snyder	<i>Falls Church City Council</i>
Scott K. York, NVTA Treasurer	<i>Chairman, Loudoun County Board of Supervisors</i>
Harry J. "Hal" Parrish, II	<i>Vice Mayor, City of Manassas</i>
Bryan Polk	<i>Vice Mayor, City of Manassas Park</i>
Martin Nohe, NVTA Vice Chairman	<i>Vice Chairman, Prince William Board of County Supervisors</i>
Jeannemarie Devolites Davis	<i>Virginia Senate, District 34</i>
Vincent F. Callahan, Jr.	<i>Virginia House of Delegates, District 34</i>
Jeff Frederick	<i>Virginia House of Delegates, District 52</i>
Judy Connally	<i>Governor's Appointee – CTB Member</i>
Margaret E. G. Vanderhye	<i>Governor's Appointee</i>
Matthew Tucker	<i>Director, VDRPT (non-voting member)</i>
Dennis Morrison	<i>Director, No. Va. District, VDOT (non-voting member)</i>

Staff Present

Linda Summerall

Executive Secretary, NVRC

Guests Present

Hon. Pierce Homer
Hon. Jody Wagner

Secretary of Transportation
Secretary of Finance

Call to Order

Chairman Zimmerman called the meeting to order at 7:13 p.m. and welcomed those in attendance.

Mr. Snyder, member of the Falls Church City Council, welcomed the public to the City of Falls Church and George Mason High School.

Public Comments

Chairman Zimmerman noted the transportation legislation is effective July 1, 2007. He added that this is not the last opportunity for a public hearing; there will be more public hearings before NVTA takes action according to the legislation.

The public is invited to submit written testimony to NVTA at any time; the members want to hear the public's thoughts on transportation in Northern Virginia.

The five working groups — public outreach, financial, legal, project implementation, and organizational — will report at next month's meeting.

Members of the public were invited to sign up by 7:45 p.m. to speak for three minutes each on regional transportation issues affecting those who live and travel in Northern Virginia.

Kristen Umstattd, Mayor of Leesburg, read a letter signed by the mayors of the towns of Herndon, Purcellville, Vienna and Leesburg, requesting NVTA to establish the planning committee, create or modify the membership category for mayor or town staff participation in all its technical committees and implementation efforts, and ensure use of revenues be used for projects benefiting the localities in accordance with the requirements of the redistribution formula. On behalf of the Town of Leesburg, Mayor Umstattd requested that NVTA consider relinquishing the imposition of county commercial real estate taxes within the towns.

Steve DeBenedittis, Mayor of Herndon, also requested town membership on the Authority, as well as the opportunity for towns to comment and make recommendations on matters of substance such as the 2030 Plan, taxation, and project funding allocations prior to NVTA making decisions, and to comment on street maintenance needs and capital planning processes, and input into a project affecting a town prior to NVTA's action on same.

(Mr. Connolly responded that it is not within the statutory power of NVTA to change the composition of its own membership; that would need to be enacted by the General Assembly.)

Robert W. Lazaro, Jr., Mayor, Town of Purcellville, urged the members to request the General Assembly to change the statutory regulations to allow voting representation of the towns on the Authority. He stated the Purcellville Town Council opposes the commercial real estate tax on the businesses located in the town. If that tax is imposed, the money raised should be returned to the town dollar for dollar for transportation projects in the town.

Jane Seeman, Mayor, Town of Vienna, endorsed the points made by the other town mayors.

Del. David Poisson (Dist. 32), stated he represents eastern Loudoun County and he voted for HB 3202. He spoke of support for regional solutions for Northern Virginia's transportation needs, noting his district has no Metrorail or state highway, and the majority of his constituents work outside the county. The idea behind the legislation is that the revenue raised through the Authority will be applied judiciously to where the region's transportation needs are greatest.

Ken Reid, Leesburg Town Council, reiterated the need for town representation on NVTA.

Joyce Migdall, resident, Falls Church, expressed opposition of HOT (High Occupancy Toll) lanes, citing increased air pollution, and urged that the money instead be spent on public transit, sidewalks, and foot and bike paths.

Bruce Bennett, Chairman, Hunter Mill Road Traffic Calming Committee, noted that a recent traffic calming study of Hunter Mill Road [in Fairfax County] contains innovative ideas that cost significantly less than conventional methods and suggested that Hunter Mill Road could be used as a test project if NVTA allocates the funds.

Roger Diedrich, Virginia Chapter, Sierra Club, encouraged the Authority to prepare a very transparent decision-making process with public review and comment. He also voiced support for more transit, bicycle and pedestrian facilities.

Hunter McCleary, Fairfax Advocates for Better Bicycling, complemented the Authority's TransAction 2030 plan for its emphasis on public transit, bike lanes and pedestrian access. He urged NVTA to commit a higher percentage of its budget to building bike lanes and facilities such as covered bike racks to support bicycling commuting.

June O'Connell, resident, Arlington, stated her opposition to widening I-66 and support for WMATA's and Metro's infrastructure.

Audrey Clement, Green Party of Virginia, stated her opposition to widening I-66 inside the Beltway, aka "spot improvements," adding that "spot improvements" circumvent federal regulations.

Douglas Stewart, Washington Area Bicyclist Association, commended NVTa for inclusion of multi-modal choices in its TransAction 2030 plan and urged higher consideration of bicycle projects as a tool for managing transportation demand.

Jay Donahue, Herndon Planning Commission, spoke to small improvements within Herndon that have positive impacts outside the town boundaries.

John Mason, resident and former Mayor, City of Fairfax, also commended the Authority for TransAction 2030. He offered several points from a national transportation summit on transportation funding that he chaired: a national trend toward innovative approaches for financing, decision-making and performance measurement; considerable uncertainty about the federal role; use of technology to increase the capacity and efficiency of existing infrastructure; and the need for both highway and rail corridors to move freight.

Gerry Sherm, Vice President, Wolf Trap Woods Homes Association (Fairfax County), noted his neighborhood's support for the Metro extension via tunnel through Tyson's Corner and spoke of the need for an open and competitive bidding process on the Metro extension.

Ross Shearer, Jr., resident, Town of Vienna, asked NVTa to help Northern Virginians to control and reduce their carbon dioxide emissions by providing more opportunities for biking, walking and using rail.

Christine Windle, Dulles Area Association of Realtors, opposed the grantors tax, which will increase the cost of housing.

Stewart Schwartz, Executive Director, Coalition for Smarter Growth, urged linkage between planning transportation and land use, recommending that the NVTa not be separated from the Northern Virginia Regional Commission. He also called for re-evaluation of the Public-Private Transportation Act, stating it undermines members' authority as elected officials, undermines and reduces public input, undermines full and fair alternatives analysis, transfers public assets to private ownership, increases secrecy of transportation planning, and undermines the goals of linking land use and transportation.

Michelle Lamishaw, resident, Fairfax County, expressed concern over the elevated Metro in Tyson's Corner; urged study of both versions, making the results public; and stated her support of a competitive bid process.

Gem Bingol, Piedmont Environmental Council, expressed support for a better smart design and integrating land use and transportation planning, including working with the Northern Virginia Regional Commission.

Julian Blackwood, resident, McLean, read a poem expressing his displeasure with the non-competitive bid process used for the Dulles Metro extension.

Charles C. Brewer, Dumfries Town Council: NVTa member Del. Jeff Frederick asked to read Mr. Brewer's prepared remarks. The Town Council would like to participate in the working

groups and advisory committees. The Town Council will request that the General Assembly amend the enabling legislation for the Authority to include towns that construct and maintain their own roads (as cities do), as full members of NVTA. Any funds raised through the revenue authorities granted to and asserted by NVTA and distributed back to local governments should factor in a pro-rata distribution to the five town exercising road responsibilities on the same basis of the point of generation as approved in HB 3202 for funds to the cities and counties.

Jeff Hendrikson, resident, Falls Church, expressed support for a tunnel for the Metro extension through Tyson's Corner.

James H. Webster, resident, Manassas, submitted written testimony (not read at the meeting) opposing HB 3202 and supporting a gasoline tax.

Approval of Minutes

Mr. Connolly moved approval of the minutes of the April 12 meeting. The motion was seconded and **carried unanimously**.

Update: Dulles Corridor Metrorail Project Transportation Management Planning (TMP)

Sam Carnaggio, Director of VDRPT's Dulles Corridor Metrorail Project, reported that the Congestion Mitigation Plan has been renamed Transportation Management Planning.

The purpose of the Dulles Rail TMP is to:

- Maintain flow on local area roads
- Provide information for travel decision-making
- Enhance alternative commute options
- Remove vehicles from construction zones
- Respond quickly to incidents

VDRPT's goal is the maintenance of traffic: the safe, efficient movement of vehicles and pedestrians through the construction zone, including ensuring adequate roadway capacity and access to businesses and residences.

- No scheduled lane closures during rush hours
- Entrances to businesses will remain accessible during work hours throughout construction
- Temporary lane closures will be in evenings/weekends
 - * All businesses/residents will be notified in advance through email, direct mail, outreach meetings and advertisements
- Variable message signs will inform and prepare commuters before entering construction areas
- The project will follow Fairfax County's noise protocols

The project's maintenance of traffic is being led by the contractor and will be coordinated with VDOT. VDOT's work restrictions for the maintenance of traffic are included in the design-build contract and interagency agreements.

First year of construction maintenance of traffic (reconfiguring Route 7):

- During rush hour, 3 lanes will remain continuously open on Route 7
- No major impact to travel lanes on Route 123 or the Toll Road
- Service roads will be modified

Second year through end of construction maintenance of traffic

- During rush hour, 4 lanes will remain continuously open on Route 7
- No major impact to travel lanes on Route 123 or the Toll Road
- Service roads eliminated

Partial TMP plan implementation begins this summer, followed by utilities relocation in the fall. Full roll-out of the Dulles TMP is scheduled for February-March 2008, with construction beginning in spring 2008. The Dulles TMP will be merged with the Regional TMP in mid-2008.

Project information is available at www.dullesmetro.com or by calling 703-228-7000.

Mr. Connolly inquired about the project's overlap with constructing HOT lanes on the Beltway, noting this is a major concern of businesses in Tyson's Corner. Secretary Homer replied it will likely be 2008-2009 with the greatest overlap occurring in 2009.

Ms. Vanderhye urged VDRPT to look at permanently incorporating the plan's commuter options. Mr. Snyder requested formal participation for the City of Falls Church in the process.

Discussion Items

A. Implementation of HB 3202

Secretary Homer said he and Finance Secretary Wagner will work with the jurisdictions individually and regionally to assist with the implementation phase. Deputy Secretary of Transportation Barbara Reese will be responsible for the implementation of the regional authorities at the state level; she is convening a work group next week. Chairman Zimmerman reported the Authority is doing its part to have everything in place by July 1. NVTA has created five working groups to respond to the legal, financial, organizational, project implementation, and public outreach issues.

Secretary Wagner added that the Department of Taxation has a team that will work with the two regional authorities. She added that since one of the speakers during the public comment alluded to the constitutionality of HB 3202, she wants to assure the members and the public that the state attorney general believes the law is constitutional and is prepared to defend it.

B. Status Report on Working Groups

• *Financial*

Mr. York, chairman of the financial work group, reported the group met last week with representatives from the jurisdictions' financial staff. He distributed copies of NVTA's letter to Barbara Reese appointing Kevin Greenlief, Director, Fairfax County Dept. of Tax Administration; Mark Adams, Director, Loudoun County Management & Financial Services; and Gus Vega, Senior Financial Analyst, Arlington County Dept. of Management & Finance to the state's revenue work group. Mr. York moved transmittal of this letter. The motion was seconded and **carried unanimously**.

• *Legal*

Mr. Snyder reported the group met with eight lawyers from local jurisdictions and regional agencies and is looking for legal counsel for NVTA. The committee also discussed the agency's financial and organizational issues.

• *Public Outreach*

Ms. Vanderhye, vice chairman, reported the group has discussed methods of making the Authority's information accessible to the public. The group will identify a point of information and a point of contact.

• *Project Implementation*

Mr. Connolly reported the group discussed the need for a small technical staff that will augment other existing resources (such as VDOT, the jurisdictions, the private sector); TransAction 2030 will be NVTA's guide; the need to prepare a list of outstanding issues for VDOT; and the fact that VDOT's Northern District needs additional resources.

- *Organizational*

Chairman Zimmerman reported the group is looking at a lot of the issues arising from the legislation that established NVTA, such as what needs to be done for NVTA to fulfill its mission. The group is also looking at setting up the planning advisory committee.

Action Item: Approval of Testimony for CTB Public Hearing on Six Year Plan

Anthony Foster of PRTC reviewed the proposed testimony. Mr. Connolly moved that Chairman Zimmerman be authorized to give the testimony. The **motion carried** with Ms. Connolly abstaining since she sits on the CTB. **The testimony was unanimously approved**

Information Items

A. Update on Air Quality

MWAQC completed its public comment on the 8-hour ozone SIP and final adoption will be considered on May 23. Then MWAQC will consider its particulate matter SIP.

B. Update on CLRP/TIP

I-95/395 HOT Lanes and I-66 inside-the-Beltway spot improvements: Mr. Biesiadny reported the local jurisdictions and several regional bodies had several comments on the HOT Lanes project. VDOT incorporated these concerns into a revised document. The same holds true for I-66. The TPB will consider both at its next meeting.

Other Business

Chairman Zimmerman noted that next meeting of NVTA will take place on Wednesday, June 6.

Adjournment

Chairman Zimmerman adjourned the meeting at 9:17 p.m.