



Approved June 8, 2017

**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**Thursday, May 11, 2017**  
**7:00pm**  
**3040 Williams Drive, Suite 200**  
**Fairfax, VA 22031**

**MEETING MINUTES**

**I. Call to Order** Chairman Nohe

- Chairman Nohe called the meeting to order at 7:11pm.

**II. Roll Call** Ms. Speer, Clerk

- Voting Members: Chairman Nohe; Chairman Bulova; Chair Randall; Mayor Silberberg; Chair Fisette; Mayor Parrish; Mayor Meyer; Mayor Rishell; Delegate Minchew; Ms. Hynes.
- Non-Voting Members: Mayor Burk (departed 8:18pm); Ms. Cuervo; Ms. Mitchell (departed 8:34pm).
- Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Keith Jasper (Principal, Transportation Planning and Programming); Sree Nampoothiri (Transportation Planner); Harun Rashid (Transportation Planner); Carl Hampton (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Camela Speer (Clerk); various jurisdictional staff.
- Chairman Nohe stated that Council Member Snyder was not in attendance due to a work commitment, adding that Council Member Snyder did attend the Governance and Personnel Committee meeting which occurred just prior to this evening's Authority meeting.

**III. Minutes of the March 23, 2017 Meeting**

- Chairman Bulova moved approval of the March 23, 2017 minutes; seconded by Mayor Parrish. Motion carried with nine (9) yeas and one (1) abstention [with Mayor Silberberg abstaining as she was not at the March 23, 2017 meeting].

**Presentations**

**IV. WMATA Governance, Operations and Financial Review**

Ray LaHood, Former US DOT Secretary

- Secretary LaHood addressed the Authority and outlined his plans for the Independent Review of the Washington Metropolitan Area Transit Authority (WMATA). He stated his intent to meet with WMATA stakeholders and work toward consensus on four major issues: 1-funding, 2- governance, 3-long term maintenance needs and 4-legacy costs. Secretary LaHood noted these efforts recognize that WMATA will always be an integral part of the region and that we all must work together to prepare ‘America’s Metro’ for the 21st century. In closing, he requested the Authority provide input on these issues and noted that he will be producing a report for Governor McAuliffe in the fall.
- Chair Randall stated that Secretary LaHood’s presence elevates the WMATA conversation and noted that his knowledge will be very valuable to the process. She stated that she appreciates Governor McAuliffe appointing Secretary LaHood to this position and Secretary LaHood accepting the task. Chair Randall noted that last year Mr. Wiedefeld had spoken to the Loudoun County Board regarding WMATA. She stated that she will be inviting him again this year and she invited Secretary LaHood to join him at this presentation. Secretary LaHood responded affirmatively.
- Chair Randall commented that Secretary LaHood had stated that the \$150 million allocated by the federal government is good. She acknowledged that this is a good start, but added that the five Virginia jurisdictions currently contributing to WMATA (not including Loudoun as it has not entered the WMATA compact yet) are contributing approximately \$170 million to operations and the Capital Improvement Plan (CIP). Chair Randall shared that the Virginia jurisdictions are contributing as much as the federal government and added that these contributions are similar to those of Maryland and the District of Columbia. She suggested the federal government should contribute more, considering Metro moves the federal government’s workforce. Chair Randall raised the question as to whether \$150 million from the federal government is enough, or if the region should accept this as a starting point and work toward a larger contribution. Secretary LaHood responded that a review needs to be done as to how this amount was established, adding that he is not sure how the contribution amount was determined. He stated that he does not believe this amount should be set in stone, particularly based on the contributions of Virginia and others. Secretary LaHood suggested that it needs to be determined what a fair and responsible contribution from the federal government might be. He stated that he would be looking at this to figure out what makes sense, adding that the amount should be reflective of the fact that Metro is the transportation system for the federal government. Secretary LaHood also observed that Metro is the transportation system for visitors from all over the country.
- Mayor Silberberg thanked Secretary LaHood for attending the NVTa meeting. She echoed Chair Randall’s statements regarding the federal government’s \$150 million contribution, noting that while this contribution is good, we should be seeking more. She suggested this allocation may be from many years ago and needs to be reassessed. Mayor Silberberg added that the region has much at stake in ensuring Metro is safe and reliable. She stated that

everyone is fully committed to Metro, but questioned how we move forward. Mayor Silberberg suggested the federal government's role needs to be more robust and that this is a national issue, as it affects the nation's capital.

- Chair Fisette thanked Secretary LaHood for attending the NVTa meeting. He commented that former Mayor Williams has proposed a control board for WMATA oversight and suggested that many are now looking for a way to resolve WMATA's issues without a control board. He asked Secretary LaHood whether the possibility of a control board will be considered in his recommendations. Secretary LaHood responded that he will look at this option, noting that there are those who do not like the idea. He stated that a control board worked for Washington, D.C., making it a better city. He also stated that it is working in Boston, MA. Secretary LaHood offered that some of the issues that need to be dealt with are not going to be decided by a governing board composed of politicians, adding it may be impossible for the current governing structure to resolve some of the fundamental issues. He continued by sharing that Governor McAuliffe is not a fan of the control board, but added it needs to be considered as a way to address the toughest issues. Secretary LaHood continued that a control board could establish credibility, provide support for employees and provide confidence that funding requests will be reasonable and fair. Secretary LaHood stated the idea of a control board is not one he is promoting, but that it is worth looking at as it has worked in other places with similar issues. Chair Fisette asked if there are potential models for a control board and who would appoint members. Secretary LaHood responded there are some models, but that counsel will need to look at how this might work in this situation, concluding that if all of WMATA's issues could be resolved under the current system, they would already have been.
- Ms. Hynes expressed her appreciation for Secretary LaHood's engagement in this conversation. She noted that she had led the WMATA Governance Committee when it was established and that some changes had been made, but there were some that could not be made. She shared her observation that there is a strong need for technical people at the top of WMATA, people who understand Federal Transit Administration (FTA) rules, railroads and procurement. Ms. Hynes stated that given the peculiar funding mechanism of WMATA, even if a dedicated funding stream is established, it is unlikely that the involvement of localities in the funding system will go away. She noted that this is necessary to keep a connection to what is actually affordable to the jurisdictions. Ms. Hynes suggested there may need to be two steps to the process - a technical governance board that makes funding recommendations to a body which controls the funding, suggesting this might provide a different result than efforts that have been tried previously. She added that she is pleased Secretary LaHood is looking at different models, that the funding circumstances are unusual and that a tax is not going to automatically relieve the current financial arrangement. Ms. Hynes suggested that a review of what needs to be achieved, and for whom, will get to how the board needs to be structured in order to move forward. She commended Secretary LaHood's

work and wished him the best, adding that it is in the best interest of all as Metro is vital to our economy.

- Chairman Bulova welcomed Secretary LaHood and expressed appreciation for his efforts to speak to all stakeholders in the region to get their various ideas. She stated that she hopes he will be able to corral the many on-going efforts to improve WMATA, noting there are currently several groups in the region making recommendations. Chairman Bulova mentioned that she chairs the COG Metro Strategy Group. She commended Secretary LaHood for his response when asked, at the Northern Virginia Transportation Commission (NVTC) meeting, what his recommendations regarding WMATA would be; noting that he had stated he was interested in hearing from the NVTC as to what it thinks is fair. She stated Secretary LaHood was right to ask this because the region has a responsibility to determine what is fair and equitable for itself, so that the region will know what to ask for. Secretary LaHood requested that the Authority provide input on the four issues he has raised, noting that in the end every regional body engaged in this issue will need to have buy-in if solutions are to be successful. Chairman Bulova concluded that we are looking forward to working with Secretary LaHood and thanked him for agreeing to lead this effort to work with Virginia, Maryland and the District of Columbia. She noted this is a big region, but that it can and does come together to work toward common goals, adding that the creation of WMATA is such an example.
- Chair Fisette commented on the unique WMATA funding structure existing for local Virginia governments. Sharing that when the WMATA compact was created, it was the local Virginia governments that had the funding responsibility, and that many constituents do not understand that Virginia's WMATA funding comes from local tax money, but Maryland's contribution does not. He stated that this was the state's decision and suggested there needs to be an equity created, with the local governments in Maryland having a responsibility. Chair Fisette acknowledged that the existing structure cannot be eliminated, so new efforts would need to be layered on. He stated that the existing funding structure is the reason there are local representatives on the WMATA Board, as those representatives usually decide locality tax rates. He added that it is not often that we invest that responsibility in another body to determine local tax rates. Chair Fisette concluded that there needs to be a way to create some greater equity among Virginia localities, Maryland and Washington, D.C.
- Chair Randall clarified that dedicated funding also needs to be bondable and sustainable.
- Mayor Silberberg stated that every heavy-rail system, similar to Metro, in the country has a dedicated revenue stream, except for WMATA. She noted this conversation has been going on for two decades.
- Chairman Bulova stated there are already dedicated revenues, noting that Maryland dedicates money from the state budget and the District of Columbia dedicates money from the District budget. However, in Virginia it is complicated; some money comes from the state, some from gas taxes raised in

Northern Virginia and managed by NVTC, some from locality general funds and bonds. She suggested that Northern Virginia is looking for ways to contribute its fair share through a source of revenue that is not going to unfairly burden businesses and residents already contributing funds to WMATA. Chairman Bulova shared a recent conversation with Senator Barker and Senator Feldman where it was suggested that Virginia's proposed use of bonds to fund WMATA might create political difficulty in Maryland where they are trying to make the case for a sales tax to support WMATA. She added that issues like this make a regional tax more difficult. Chairman Bulova concluded that Virginia would like to pay its equitable share, and that we would like to figure it out ourselves.

- Chair Randall stated that Virginia and Maryland are making roughly the same contribution to WMATA, noting that Virginia made the decision to create Metro tax districts and Maryland made the decision to pay at the state level. She suggested increasing funding to WMATA would be easier if Virginia funding came from the state level, and that we need a dedicated, sustainable, bondable revenue stream.
- Ms. Hynes stated that originally, Prince George's and Montgomery Counties were funding WMATA and that in later years Maryland took over funding.
- Chairman Nohe thanked Secretary LaHood for attending the meeting and stated that the NVTA looks forward to continuing this conversation with him.

**V. Route 28 Corridor Study** Mr. Canizales, Director of Transportation, PWC

- Mr. Canizales, Director of Transportation, PWC, and Mr. Boice, JMT Project Manager and NVTA Technical Advisory Committee (TAC) Chair, briefed the Authority on the Route 28 Corridor Study, funded by the NVTA as part of its FY2015-16 Program. Mr. Boice stated that when complete, the study will identify infrastructure improvements to improve travel times through reduced congestion and improved network reliability within the Route 28 Corridor through Prince William County, the City of Manassas, the City of Manassas Park and Fairfax County. Additionally, the project will develop a plan to implement the selected preferred alternative. Currently four alternatives have been advanced for final analysis and public comment.
- Mayor Parrish thanked Mr. Canizales and Mr. Boice for briefing the Authority, noting it is important to several jurisdictions. He expressed optimism that the result of the study will be a solution that can be moved forward. Mayor Parrish added that the first meeting of the Route 28 Steering Committee was successful and that they are looking forward to the next steps.
- Mr. Canizales added that the NVTA has previously funded Route 28 projects in Prince William and Fairfax Counties, and the goal of this study is to fix the missing link between the existing projects.
- Mayor Parrish commented that the existing NVTA funded Route 28 project in Fairfax County has been very helpful for commuters in the City of Manassas.

- Mayor Rishell observed that much thought went into the four alternatives chosen for final analysis, adding that no alignment is perfect. She stated that she looks forward to a cost-effective solution.
- Chairman Nohe asked if the study is completed in September, will there be enough time for the preferred alternative to be included in the current TransAction update? Ms. Backmon responded all four alternatives are currently being analyzed as part of the TransAction update. She added the Call-for-Regional-Projects for the Six Year Program is anticipated to be issued at the October 12, 2017 Authority meeting, with resolutions due in January 2018.

**VI. TransAction Baseline Conditions Briefing** Mr. Jasper, Principal Planner

- Ms. Backmon briefed the Authority on the TransAction Baseline Conditions, noting that the process has included substantive conversations with the NVT A Committees, on-going public engagement, as well as technical analysis. Ms. Backmon pointed out the technical analysis is built upon simulated No-Build conditions in 2040. A draft plan for the year 2040 was developed which includes roughly 358 candidate projects which address regional needs. The projects have been developed through both bottom-up and top-down approaches. Ms. Backmon stated that the draft plan was compared against the No-Build conditions and four alternative futures. She explained the modeling approach, the No-Build scenario, the alternate futures and the draft plan. The total cost estimate for capital improvements under the draft plan is \$43.9 billion, with approximately half of this cost estimate associated with 23 mega projects, including Metro and VRE enhancements, Potomac River crossings, high-capacity improvements on major roadways, and Bus Rapid Transit (BRT) and/or Light Rail Transit (LRT) Services in the region, with the TransAction corridor analysis divided into 28 corridor segments.
- Mr. Jasper reviewed the analysis and data used to develop the alternate scenarios and the draft plan and briefed the Authority on the draft plan initial findings and impacts.

*(Mayor Burk departed.)*

- Chair Fisette asked how much the Authority has to spend on this plan. Ms. Backmon responded that the Authority has an estimated Pay-Go amount of \$1.5 billion for the FY2018-2023 Six Year Program, adding that the \$44 billion estimated in the draft TransAction Plan is for improvements through 2040. Mr. Jasper offered that through 2040, Authority revenues are projected to be less than half of the \$44 billion. He pointed out that the \$44 billion is comprised of the total estimated project cost for the entire project included in TransAction, noting that there will be other funding sources required for project implementation particularly for the extraterritorial projects. Chair Fisette reiterated the project costs included in this unconstrained plan reflect the full cost of all projects.

- Chair Fisette asked what the alternative scenarios showed us, suggesting that the alternative that proposed spreading out development was unusual. Mr. Jasper responded that the reason for using a dispersed land use scenario was to determine a counterbalance in the event that the effects of anticipated growth did not happen as anticipated through concentrated land use scenarios. Chair Fisette asked for clarification that the dispersed land use scenario was more dispersed than the local governments currently project. Mr. Jasper responded it was, as was the concentrated land use scenario. Chair Fisette asked for clarification that the dispersed land use scenario actually improved congestion related issues. Mr. Jasper responded that, given the population density of the region, the model showed that commuters might have shorter work trips with more diverse land use. He explained that this was more of an academic exercise to understand the relationship between the land use scenarios, adding that there would be no recommendation coming from the Authority based on land use, as this is not in the purview of the Authority. Mr. Jasper stated that the technology and changing travel demand scenarios were used to see what technology, like self-driving cars, might do for the transportation infrastructure. These scenarios showed that, without building any new projects, the amount of travel on the network and the way it occurred, could significantly reduce hours of delay and transit crowding. Mr. Jasper referred to Ms. Backmon's earlier comment that the Authority may choose to take some guidance on issues associated with these scenarios. He suggested there might be an opportunity for policy guidance to promote the good outcomes captured in the scenarios, as well as mitigate against the bad outcomes.
- Chair Fisette stated that the Transportation Planning Board's (TPB's) Long-Range Plan Task Force is also looking at long range planning and the notion that even with significant investment, congestion will still increase in the future, therefore we need to do something different. He noted that the Task Force is discussing not only projects, but also policies and programs; adding that technology and changes in travel behavior could potentially produce greater congestion reduction than investment in high dollar projects. Chair Fisette asked how the TransAction analysis could be used by the TPB, knowing that many scenario analyses have been done over the last 15 years, but many were not followed up on. He stated that there is a serious effort at the TPB to consider these options. He then asked if the NVTA is coordinating with the TPB in this process and if the TPB helped inform assumptions in the analysis. Ms. Backmon responded affirmatively, noting that TPB staff members are serving on the TransAction subcommittee. She added that the NVTA has been asked to present the TransAction update findings to the TPB Technical Committee in an effort to add another layer to the "what if" scenarios.
- Mayor Rishell asked if the \$44 billion in total TransAction project costs includes the total project costs for the extraterritorial projects, or only the Virginia portion. Mr. Jasper responded that the project totals are for the entire project, adding that at this time there is no way to determine the Virginia share. Mayor Rishell asked for clarification that these amounts would be reduced by

contributions from extraterritorial partners. Ms. Backmon responded that if the projects are implemented, the NVTa cannot fund the projects without the extraterritorial partners providing their share of the funding.

- Ms. Cuervo asked for clarification on the scenarios and the maps included in the presentation. Mr. Jasper responded that the data is still being analyzed and that the findings will be shared with the Authority at its June meeting. He added the initial conclusion drawn from the data is that the impact of the draft plan is reinforced by all of the scenarios, but to differing degrees.

*(Ms. Mitchell departed.)*

- Ms. Hynes asked what the next steps are, suggesting there is further interest in understanding some of the underlying assumptions in the draft plan and what has been learned from the scenarios versus the decisions made during the process. She stated that even without the mega projects, there is still \$20 billion in project needs. She noted that decisions will need to be made regarding various modes and the greatest benefit to cost ratios for projects. Ms. Hynes stated that the Authority works on a Call for Projects basis for its programming, asking how NVTa staff will help the Authority understand the most impactful projects in this moment, as well as in the future. Ms. Backmon stated that the TransAction Plan will provide quantitative data for the projects based on the performance measures. She added that qualitative discussions will take place after the Call for Regional Projects. Those discussions will include available funding, project readiness, multimodal distribution and geographic balance. Ms. Backmon concluded that the quantitative aspect of TransAction will help jurisdictions make informed decisions when submitting projects in response to the Call for Regional Projects, allowing project sponsors to see how the projects will fair when measured with other regional projects. The Call for Regional Projects will allow for qualitative considerations that may influence a project's inclusion in the Six Year Program.

## Action

### **VII. Approval of Six Year Program (FY2018-2023) Framework**

Mr. Jasper, Principal Planner

- Ms. Backmon stated that the Six Year Program Framework has been vetted with the Technical Advisory Committee (TAC), the Planning Coordination Advisory Committee (PCAC), the Regional Jurisdiction and Agency Coordinating Committee (RJACC) and the Planning and Programming Committee (PPC).
- Mayor Parrish moved approval of the Six Year Program Framework; seconded by Chairman Bulova. Motion carried unanimously.

**VIII. Approval of Comments for the Commonwealth Transportation Board’s Six Year Improvement Program (FY2018-2023)** Ms. Backmon, Executive Director

- Chairman Nohe stated that the Commonwealth Transportation Board’s (CTB’s) Six Year Improvement Program Public Hearing has already happened. Ms. Backmon added that the Public Comment Period is open through May 16, 2017, and the approved comments will be submitted through this process.
- Chair Randall moved approval of the comments on the Commonwealth Transportation Board’s draft Six Year Improvement Program (FY2018 – 2023); seconded by Chairman Bulova.
- Delegate Minchew noted he had attended the Public Hearing. He raised a question regarding the status of the \$300 million expected to be returned to the region as a result of no public monies needed for the I-66 Outside the Beltway project. Chairman Nohe responded that this question would be answered during the Executive Director’s report later in the meeting.
- Motion carried with nine (9) yeas and one (1) abstention [Ms. Hynes].

**IX. Approval of CMAQ/RSTP Reallocation for the City of Alexandria** Ms. Backmon, Executive Director

- Mayor Silberberg moved approval of the reallocation of Regional Surface Transportation Program (RSTP) funds for the City of Alexandria; seconded by Mayor Rishell. Motion carried unanimously.

**X. Approve Public Hearing Date and Public Comment Period for the TransAction Update** Ms. Backmon, Executive Director

- Ms. Backmon stated that with the Authority’s approval, the Public Hearing for the draft TransAction Plan will be July 13, 2017, with the Public Comment Period from June 9 – July 23, 2017. She added there will also be jurisdictional Town Hall meetings during that time.
- Delegate Minchew moved approval of July 13, 2017, as the Public Hearing date for the draft TransAction Plan and June 9, 2017 through midnight on July 23, 2017 as the Public Comment Period for the draft Plan; seconded by Chair Randall. Motion carried unanimously.

**Discussion/Information**

**XI. Revisions to FY2018-2023 CMAQ/RSTP Strawman** Ms. Backmon, Executive Director

- No verbal report.

**XII. Planning & Programming Committee** Chairman Nohe, Chair

- No verbal report.

**XIII. Planning Coordination Advisory Committee** Supervisor Buona, Chair

- No verbal report.

**XIV. Technical Advisory Committee Report** Mr. Boice, Chair

- No verbal report.

**XV. Executive Director's Report** Ms. Backmon, Executive Director  
**A. CMAQ/RSTP Reallocation Requests for Fairfax and Loudoun Counties and the City of Alexandria**

- Ms. Backmon stated that the Ribbon Cutting for the Crystal City Multimodal Center will be held on Thursday, May 18, 2017, at 10am.
- Ms. Backmon stated that based on the Commonwealth's agreement with the Express Mobility Partners, there will be an upfront payment of \$500 million. This money, by state code regarding concessionaire payments, must benefit the users of the corridor. She noted the Virginia Secretary of Transportation's office has requested the Authority prepare project recommendations for the \$500 million. Ms. Backmon concluded more information will come to the Authority in June and that she is also working with the Council of Counsels on a draft memorandum of agreement between the Commonwealth and the Authority.
- Chairman Nohe added that there is more than a hope that the Authority will develop the project programming for the \$500 million upfront payment from the concessionaire. Ms. Backmon noted that the CTB, per the legislation, must approve the projects, therefore the NVTA would make the recommendations and the CTB would approve. Ms. Hynes stated that this is similar to the process for the revenues associated with the I-66 Inside the Beltway Project.
- Chairman Nohe clarified that NVTA staff will bring this process to the Authority next month. Ms. Backmon responded that she is working with the Secretary's office to ensure that the NVTA develops a process all can support. Chairman Nohe added that the NVTA will also control the \$350 million (net present value) of future toll revenues. Ms. Backmon confirmed this.

**XVI. Chairman's Comments**

- Chairman Nohe asked if there was any other business to come before the Authority.

- Chairman Bulova expressed concern regarding the issue of trucks on the I-66 Outside the Beltway Express Lanes, and shared Fairfax County’s concerns. She noted that under the current agreement between the Commonwealth and Express Mobility Partners, trucks would not only be permitted on I-66, but would pay a higher toll, becoming a revenue source. Chairman Bulova suggested the NVTa also express Fairfax County’s concerns. She noted:
  - ✓ Currently trucks are permitted on I-66.
  - ✓ Agreement calls for trucks to pay higher tolls to use the Express Lanes.
  - ✓ Some smaller trucks may not create a problem.
  - ✓ There is a recommendation that the Express Lane speed be 70mph.
- Chairman Bulova stated she is concerned about the stopping time necessary for large trucks travelling at 70mph. She added that a larger concern is that some of these vehicles could be carrying hazardous materials. Chairman Bulova recalled an incident on I-495 when a large tanker truck overturned and created major problems, including a fire that resulted in the need to rebuild an interchange and the evacuation of homes in the area. Chairman Bulova suggested Northern Virginia needs to weigh in on this concern, especially regarding trucks carrying hazardous materials.
- Chair Randall asked if Fairfax County had discussed these concerns with its General Assembly delegation. Chairman Bulova responded affirmatively, noting there have also been discussions with Secretary Layne.
- Mayor Meyer noted that the I-66 Outside the Beltway Project was conceptually modeled after the I-495 Express Lanes, adding that the I-495 Express Lanes prohibit trucks. He stated that during the project procurement process, both leading concessionaire candidates introduced the suggestion of allowing trucks at a higher toll rate to bring in more revenue. Mayor Meyer noted that the City of Fairfax has the longest stretch of residential neighborhood (Mosby Woods) along this stretch of highway. He stated that he shares Fairfax County’s concerns about permitting trucks on the I-66 Express Lanes, especially at 70mph. He noted that based on the United States Department of Transportation (USDOT) statistics on interstate highway fatalities, truck accidents have a disproportionately high number of fatalities. Mayor Meyer suggested that while it is unrealistic to think we can turn back this model completely and ban trucks from the roadway, he suggested the NVTa share this as a regional issue through the lens of a 30-40 year term. Mayor Meyer noted that trucks leaving the tank farm in the City of Fairfax have overturned on neighborhood streets while traveling at 30mph. He suggested that if this can happen in a residential area, it is hard to imagine what kind of accidents might occur at twice the speed.
- Chairman Nohe stated that Prince William County has also taken a position of concern regarding trucks on the I-66 Express Lanes. He disclosed that he is an officer of a corporation that owns trucks that are just under the maximum weight requirement for the Express Lanes on I-95 and I-495.
- Mayor Meyer emphasized that his main concern is trucks carrying hazardous materials, due to the potential for “shelter in place” or evacuations that may be required of residents who live in the City of Fairfax.

- Ms. Hynes noted these trucks are currently traveling in the general purpose lanes on I-66. Mayor Meyer responded affirmatively, but noted at a lower rate of speed. Chairman Nohe clarified that the concern is speed of travel and the hazardous materials. Ms. Hynes stated that she believed the letter presented by Fairfax County did not directly address those concerns. Chairman Bulova noted there are several concerns expressed in the letter, adding that speed was not an issue at the time the letter was written.
- Mayor Meyer stated that the City of Fairfax Fire Station #33 is the lead, primary designated response station for I-66 from the Beltway to the Route 50 exit. He noted that the station has special training for hazardous material spills and injuries on the interstate. He suggested it is a prudent measure to limit or prohibit trucks that carry hazardous materials, adding that it would also have a benefit to the response teams.
- Mayor Parrish stated that he can support the concerns of both Chairman Bulova and Mayor Meyer, but noted that his company has for generations supplied gas and fuels using tanker trucks. He urged NVTa staff look at this issue closely. Mayor Parrish noted that trucks are already permitted on the general purpose lanes where traffic is often stop-and-go, suggesting that this may be more unsafe than traveling through the area at a constant rate of speed. He noted that stop-and-go traffic is difficult for large trucks, therefore free flow travel may be safer and suggested NVTa staff take this into consideration as well.
- Mayor Rishell stated that while this is a concern, we have no idea what is being transported on our railroads 24 hours a day.
- Ms. Cuervo mentioned that there is a very low percentage of truck traffic on I-66. Chairman Nohe stated it is about 4% of traffic. Ms. Cuervo added that during rush hour, the percentage is 1% or 2%. She stated that trucks are already allowed in the general purpose lanes and suggested that moving them to the Express Lanes would move them away from neighborhoods and lessen the noise disturbances created in stop-and-go traffic. Ms. Cuervo suggested research should be done as to what issues create accidents, noting that aggressive drivers and stop-and-go traffic are concerns that could be mitigated in free flow traffic. She suggested that statistics should be reviewed.
- Mayor Parrish agreed that NVTa staff should review accident statistics when making its recommendation.
- Chairman Bulova stated that the section of I-66 through Fairfax County is a very populated area and much meticulous work went into the widening design, working with the surrounding community to mitigate and shrink the impact away from the community. She suggested it is a concern that trucks may now try to fit into an area that was not designed for their use. Chairman Bulova suggested that the NVTa should look into this.
- Mayor Silberberg asked if Fairfax County was in support of the trucks being permitted in the general purpose lanes. Chairman Bulova reiterated it is the rate of speed that is the concern on I-66 Express Lanes, and the additional ramps being built for the project.

- Mayor Silberberg suggested that aggressive driving and stop-and-go traffic can also be seen on the Express Lanes. She requested more information regarding this concern. Chairman Bulova stated that the Fairfax County letter was sent to Secretary Layne in September. She acknowledged that we are unlikely to prevent trucks from using the I-66 Express Lanes, however, she suggested we might be able to have some impact on trucks carrying hazardous materials in lanes with a speed of 70 mph. She added that some of the ramps may need to be designed differently to allow for trucks.
- Mayor Rishell asked if the I-66 Express Lanes have been designed for truck use. Chairman Bulova stated that Fairfax staff has asked for clarification on this issue. Ms. Cuervo noted that busses were taken into consideration during the design process and are similar in size to trucks. She added that double trailers would not be allowed.
- Chairman Nohe directed Ms. Backmon to contact Commissioner Kilpatrick to discuss these issues and report back to the Authority. Ms. Backmon responded affirmatively. Chairman Bulova acknowledged this is a fair response. Mayor Silberberg suggested she would like to know the same information regarding the I-95/I-395 Express Lanes.

## **XVII. Adjournment**

- Meeting adjourned at 9:06pm.