

Northern Virginia Transportation Authority

Summary Minutes

June 12, 2003

held at the Northern Virginia Regional Commission
7535 Little River Turnpike, Suite 100, Annandale, Virginia

Members

(those present are highlighted)

Kerry J. Donley
Christopher Zimmerman
Robert Lederer
Katherine K. Hanley
David Snyder
Scott K. York
Harry J. "Hal" Parrish, II
William Wren
Sean T. Connaughton
William Mims
Vincent F. Callahan, Jr.
John A. Rollison, III
J. Kenneth Klinge
Margaret E. G. Vanderhye
Karen Rae
Tom Farley

Mayor, City of Alexandria
Arlington County Board
Mayor, City of Fairfax
Chairman, Fairfax County Board of Supervisors
Falls Church City Council
Chairman, Loudoun County Board of Supervisors
Vice Mayor, City of Manassas
Manassas Park City Council
Chairman, Prince William Board of County Supervisors
Virginia Senate, District 33
Virginia House of Delegates, District 34
Virginia House of Delegates, District 52
Governor's Appointee; NVTA Chairman
Governor's Appointee
Director, VDRPT (non-voting member)
District Administrator, No. Va. region, VDOT (non-voting member)

Staff Present

Linda Summerall

Executive Secretary

Call to Order

Chairman Klinge called the meeting to order at 7:33 p.m.

Roll Call

The roll was called and members present or absent were noted for the record.

Approval of Minutes

Mr. Wren moved approval of the minutes of the April 10, 2003, meeting. The motion was seconded and unanimously carried.

Appointment of Nominating Committee

Chairman Klinge noted that election of officers will take place at the annual meeting, which is the July 10 meeting. He appointed Ms. Vanderhye, Mr. Zimmerman, and Mr. Parrish to the Nominating Committee. The committee will make its report at the July meeting.

Technical Committee Report

• *Report on Air Quality*

Mr. Biesiadny turned the floor over to Kanti Srikanth of VDOT's Northern Virginia District to report on air quality. Mr. Srikanth noted that the State Implementation Plan (SIP) and conformity are the two main areas currently being updated in the Washington metro area. EPA requires that the region's SIP be updated by March 1, 2004. The SIP must include updated mobile source (transportation) emissions budgets; those budgets must be approved by EPA for use in the next conformity. The TPB must have its next conformity approved by FHWA by January 22, 2004; if not, the Constrained Long Range Plan (CLRP) will expire.

Mr. Srikanth reviewed the worst case for conformity, which would be the plan expires:

- No new nonexempt projects (transit and highway) may advance
- Only those project phases which have:
 - received approval of the project agreement, and
 - transit projects that have received a full funding grant agreement or equivalent approvals, prior to the conformity lapse may proceed.
- FHWA and FTA can only make approvals or grants for:
 - projects that are exempt from the conformity process
 - projects that are included in the SIP

The SIP must contain the following five elements:

- Attainment of standards (all four sources: point, area, off-road, on-road):
 - likely in 2005 (based on results of tests recommended by EPA)
 - no new reduction measures needed for attainment
- Rate of Progress (from all four sources):
 - need to offset approximately 30 tons of excess VOC emissions (of 2002)
 - control measures have been approved by MWAQC
 - ^ includes transportation control measures
- RACM Analysis/Documentation:
 - analysis complete
 - no new RACMs available for the region
- New mobile source emissions budgets — VOC: 98.1/t/d; NOx: 237.4 t/d
- Contingency Measures (all four sources):
 - need approximately 13 tons of VOC or 23 tons of NOx reduction
 - potential measures being considered by MWAQC
 - effectiveness/funding/implementation issues being examined
 - may be excluded from Part 1 of the SIP but included in Part 2 of the SIP in March 2004 (allowed by EPA)

• *Update on the Governor's Congestion Relief Program*

Tom Biesiadny reported that the CTB adopted a tentative program that includes twelve projects for Northern Virginia. Information on the proposed funding sources for these twelve projects was distributed. In reply to Chairman Hanley's inquiry, Mr. Biesiadny said the minimum guarantee are Federal funds the state gets back to ensure that it receives a minimum return; these funds are allocated each year in the budget process.

Members asked that the committee report back as to who will implement the Smart Growth/Huntington Metro project and the TYTRAN Intersections projects.

• *Discussion of 2020 Plan Update*

Two memoranda from the Technical Committee were distributed. The TCC's adopted plan calls for its review every two years and directed staff in December 2001 to begin the review, including updating cost estimates, recognizing completed projects, describing the outcome of core studies completed, and validating the completion dates for all the projects. No computer modeling was done to determine levels of service.

The TCC adopted a motion at its June 2002 meeting to suspend work on the 2020 plan update pending NVTA's direction on how to proceed. Mr. Biesiadny reviewed events that will impact updating the 2020 plan and asked for direction.

NVTA members agreed it might be useful to look at the 2020 Plan update in conjunction with the CLRP. Chairman Klinge asked the Technical Committee to provide current cost estimates and a list of projects no longer in the CLRP. The members also discussed including a transit map, which Metro is being asked to provide. Mr. Farley agreed to work with the Technical Committee on the 2020 Plan and CLRP map.

Senator Mims stressed the importance of prioritizing the unfunded CLRP projects, adding that it would help with public education on transportation issues and funding. He also expressed support for extending the plan to 2030.

• *PRTC TIP Amendment*

Betsey Massie of the Potomac and Rappahannock Transportation Commission (PRTC) distributed copies of PRTC's May 23 request to VDOT for amendments to the FY 2003-2008 TIP.

Chairman Hanley moved approval of the requested amendment. The motion was seconded and unanimously carried.

• *Request to Reallocate RSTP Funds for Fairfax County*

Mr. Biesiadny reported the request to reallocate some RSTP money from the Route 29/Gallows Road Project to the Fairfax County Parkway and also to move some funds from the Parkway to cover overruns in the Tysons-West*Park Transit Center.

Chairman Hanley moved approval of the Fairfax County request. She then called the members' attention to the June 20, 2002, minutes of the TCC meeting, wherein the attendees were informed of cost overruns, but they agreed that rather than take the funding off the top, to take care of the overruns within the jurisdiction of the allocation. Fairfax County is now asking for the reallocation of RSTP funds to take care of its share.

Chairman Connaughton inquired as to what year the overrun occurred. Chairman Hanley replied it was a mixture of years. Mr. Farley said the Tysons-West*Park Transit Center overrun occurred before it opened in 1999, and the money used to repay the overruns will stay within the Federal program.

The motion was seconded and unanimously carried.

Tacketts Mill Commuter Lot Cost Overrun

Bob McDonald of VDOT's Northern region office reported that in December 2001, the TCC approved a program of CMAQ and RSTP projects with FY 2003 funds. That program should have been reflected in the six-year program adopted last year, but it was not since several of the projects had cost overruns, and the guidance was to fix those. Mr. McDonald added that most of the overruns were discovered fairly soon in the six year program every year, and the project was reflected with a "balance to complete." Mr. McDonald said the scheduling and programming division withheld putting the list of the FY 2003 projects in because between the amount programmed by NVTA and the available amount, there was a discrepancy, in effect an over-commitment. Mr. McDonald explained that the impact of not having these projects in the six-year program is that some projects by jurisdictions that were ready to move forward were not given the go-ahead. The scheduling and programming division was amenable to putting these projects in the six-year program with the understanding that NVTA would fix any remaining overruns. This information was made available to the TCC at its June 20, 2002, meeting. The Tacketts Mill Commuter Lot is the remaining project with a cost overrun.

In reply to Chairman Klinge's inquiry, Mr. McDonald said the project was submitted by PRTC, and the original cost estimate for the project was given to PRTC by Prince William County; the design

and construction were done by VDOT. Mr. McDonald confirmed for Chairman Connaughton that VDOT went ahead with the project knowing it did not have the money, noting the correspondence from Delegate McQuigg around the time of the field inspection discussing changes she requested at the field inspection stage.

Mr. Farley noted that the facility is used to its capacity by the public, and in terms of its usefulness, it is a very good product, despite the price increase. He added that essentially, Richmond lent the Northern Virginia region the money to cover the cost overrun on this project, and that "loan" must now be repaid. The question is, how will this be covered.

Chairman Connaughton again questioned the logic of using future funds to pay for the cost overruns on a project finished several years ago. Senator Mims commented that over ten years, VDOT spent more money than it had to keep projects on track at the urging of politicians. Chairman Klinge reiterated that this is for accounting purposes. Mr. Farley added that if this is not taken care of the CTB will take this amount off the top of the region's allocation. He noted the lesson on cost estimates had been learned as well as the importance of keeping the appropriate bodies informed of increasing costs and that all involved are in agreement on the costs.

Report on Northern Virginia Park & Ride Study

The final report has been distributed and is available on VDOT's website. The study (begun January 2001 and completed in March 2003) collected data on 79 existing park & ride lots serving HOV corridors and identified currently vacant parcels to meet future needs, including evaluating their feasibility and preparing preliminary cost estimates. The lots were identified for possible implementation in the short term (~2005), medium term (~2010) and long term (~2020).

The study found that some of the existing lots were fully utilized while others were not, most likely due to their convenience to the users. The highest lot utilization correlated with proximity to HOV access, transit service availability, and lighting. License plate numbers of the vehicles parked in the lots were recorded and vehicle registration addresses were geocoded to identify the subarea of origin of the commuters for demand analysis. Eighteen subareas were identified based on concentration of origins.

The members agreed they would like to see the cost estimates include offsite improvements, utility adjustments, storm water management, and lot amenities costs.

Committee Updates

• *ATLAS*

Ms. Vanderhye reported the committee has agreed that the scope of work will take off from the ATLAS study and will review MWCOC initiatives. The committee will look at what is legal, what is achievable, and if it is really useful. The committee meets later this month.

Other Business

Chairman Klinge reported that the as a result of the June primary, the House of Delegate's Transportation Committee will be appointing a new chairman next year.

Adjournment

There being no further business, Chairman Klinge adjourned the meeting at 9:30 p.m.