

Northern Virginia Transportation Authority

Summary Minutes
APRIL 12, 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 (arrived 8:45 p.m.)	<i>Chairman, Fairfax County Board of Supervisors</i>
Robin Gardner	<i>Mayor, City of Falls Church</i>
Scott K. York	<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. Vanderhype	<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

Call to Order

Chairman Zimmerman called the meeting to order at 7:41 p.m. He welcomed those in attendance and thanked Ms. Gardner for arranging for tonight's meeting space.

Presentation: Regional Congestion Mitigation Plan

Mr. Tucker explained he plans to brief the authority monthly on the regional congestion mitigation plan. He then turned the floor over to Paul Elman, Deputy Project Director, Preliminary Engineering for the Dulles Corridor Metrorail.

Mr. Elman explained the plan has been a work in progress for a number of years. One goal is to make sure that construction of Metrorail does not damage the economic interests of the corridor; in Tyson's Corner particularly, the area must be kept open for business by maintaining traffic flow and access to businesses and residences. VDOT is coordinating with VDRPT and the contractor.

Marica McAllister, Manager of Communications, added that VDRPT has been working since 2005 to develop a congestion management plan for the corridor. Businesses will be asked to stagger their hours and to allow telework. VDRPT is also working closely with the two malls in Tyson's Corner, meeting with large blocks of employees of the area's large employers, and working with the Dulles Area Transportation Association.

Mr. Morrison noted five major transportation improvement plans, worth approximately \$4 billion: I-495 HOT lanes, I-95 widening, I-95/395 HOT lanes, BRAC-related improvements, and Dulles Metrorail. He said the Springfield interchange reconfiguration is a model of traffic congestion management.

Ms. Gardner asked that the City of Falls Church be included in the Tyson's congestion management plan, since traffic backing up on Route 7 in Tyson's goes into the City of Falls Church. Mr. Morrison agreed and asked the Authority to provide names of potential members for the work group.

Discussion Items

A. 2007 General Assembly Session

1) *Consideration of Action on Next Steps for Implementing HB 3202*

Chairman Zimmerman turned the floor over to the General Assembly members.

Delegate Callahan noted the legislation was 18 months in the making and passed by a substantial margin. The amended version provides more General Fund dollars than the original version. One-third of insurance dollars are also designated to transportation. He cautioned the public not to expect anything to happen immediately — it takes a long time for transportation projects.

NVTA has been given the authority to implement seven taxes:

Congestion Relief Fee (Grantor's Tax)	\$0.40/\$100 valuation
Motor Vehicle Rental Tax	2%
Transient Occupancy Tax	2%
Safety Inspection Fee	\$10
Initial Vehicle Registration Fee	1%
Sales Tax on Auto Repairs	5%
Regional Registration Fee	\$10

Local governments have been given the authority to impose two additional taxes, as well as the authority to establish impact fees:

Commercial Real Estate Assessment	Up to \$0.25/\$100 valuation
Local Registration Fee	\$10

If fully implemented, including a \$0.10/\$100 valuation commercial property tax in all nine jurisdictions, HB 3202 will provide Northern Virginia an average of \$437 million per year in new transportation funding.

Forty percent of the funds raised would be returned directly to the jurisdictions in which they are raised; 50 percent of these funds must be used for secondary or urban roads, with the remainder being used for roadway projects or transit. Alexandria, Arlington and Falls Church could use all of the funding for transit, if they choose.

The remaining 60 percent of the money raised goes to NVTA for allocation. This funding would first be used to pay debt service on any outstanding bonds. Then it would provide \$50 million per year for Washington Metropolitan Area Transit Authority capital expenses and \$25 million per year Virginia Railway Express operating and capital expenses.

Additionally, if NVTA adopts any of the seven taxes then the income tax provision for Northern Virginia localities that was approved by the General Assembly in the early 1990s is void.

Approval of NVTA actions requires three conditions be met:

- 1) two-thirds of the voting members present (i.e., 10 of 14 if all voting members are present); and
- 2) two-thirds of the local government members present (i.e., 6 of 9, if all jurisdictions are represented); and
- 3) the local government members voting in favor must represent two-thirds of the population of jurisdictions embraced by NVTA as of 2005.

Replying to members' questions about the legislation, Mr. Biesiadny confirmed that the local jurisdictions will be required to report to NVTA how they spent the money they raised and the remaining 60 percent must be spent generally in a way that benefits the locality where it was raised.

Regarding the statewide portion of HB 3202, Ms. Connally asked about secondary road funding and the federal match requirement. Mr. Biesiadny said that using the new state transportation bond money to match the federal funds will free up an equal amount of money that can flow through VDOT's highway formula for primary, secondary and urban roadway systems, resulting in more money available for construction. In addition, by putting \$200 million into maintenance, an equal amount is freed up for construction projects.

Proposed steps for NVTA implementation of the transportation bill were distributed and reviewed. [Mr. Connolly arrived after the discussion.] Members were asked to participate in a committee of their choice.

2) Legislative Update

Chairman Zimmerman requested follow-up on Stop for Pedestrians.

Senator Devolites Davis reported that she was able to obtain additional cameras for towns under the Photo Red legislation.

Roll Call

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

Approval of Minutes

Chairman Zimmerman moved approval of the minutes of the March 14 meeting with the addition in the third paragraph on page two of the results of vote. The motion was seconded. **The minutes as amended were approved unanimously.**

B. TIP/CLRP Submissions — Consideration of Letter to TPB

Tamara Ashby of the Interim Technical Committee noted that a new item had been added to NVTA's comments on the I-95/395 HOT Lanes project: a request that the submission include a better description of the "nine mile taper lane" that is proposed to handle the back-up at the southern terminus of Phase I of the HOT lanes in Prince William County.

Chairman Zimmerman noted that NVTC took action on this last week. Ms. Ashby confirmed for Ms. Vanderhye that addressing NVTA's concerns will not impede progress on the project.

Mr. Euille moved approval. The motion was seconded and **carried unanimously.**

Information Items

A. Mr. Biesiadny reported the Metropolitan Washington Area Quality Committee (MWAQC) has released the eight-hour ozone State Implementation Plan (SIP) for public comment. Northern Virginia will have three hearings: two on April 24 at the DEQ office in Woodbridge and one on April 26 at George Mason High School in Falls Church. The area is in moderate non-attainment for ozone. The deadline for attaining this standard is 2010. The Interim Technical Committee believes the area can reach compliance if the SIP is implemented as proposed.

C. The FAMPO request is still being reviewed.

Other Business

Chairman Zimmerman announced NVTA will hold a public hearing at its May 10 meeting. The location is still to be determined; check the website for information.

Also, NVTA will need to meet in June. Mr. Connolly noted unavailability on June 14. Members will be polled for alternative meeting date availability.

Adjournment

Chairman Zimmerman adjourned the meeting at 9:00 p.m.