

**SUMMARY MINUTES
NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

January 10, 2008

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

NVTA MEMBERS PRESENT (Voting):

Christopher Zimmerman, Chairman	Arlington County
Martin Nohe, Vice Chairman	Prince William County
Judy Connally	Governor's Appointee – CTB Member
Gerald E. Connolly	Chairman, Fairfax County Board of Supervisors
Robert Lederer	Mayor, City of Fairfax
Timothy B. Lovain	Councilmember, City of Alexandria
Sharon Pandak	Governor's Appointee
Harry J. Parrish, II	Vice Mayor, City of Manassas
Bryan Polk	Vice Mayor, City of Manassas Park
David F. Snyder	Council Member, City of Falls Church

NVTA MEMBERS PRESENT (Non-voting):

Matthew Tucker, Director, DRPT
Morteza Salehi, Administrator, No. Va. District, VDOT

STAFF:

John Mason, Executive Director
Jurisdictional staffs and clerk

- Call to Order:** Chairman Zimmerman called the meeting to order at 6:13 p.m.
- Roll Call:** Upon direction of Chairman Zimmerman, the Clerk called the roll as follows:

Voting

Christopher Zimmerman, Chairman	Yes
Martin Nohe, Vice Chairman	Yes
Judy Connally	Yes
Gerald E. Connolly	Yes
Robert Lederer	Yes
Timothy B. Lovain	Yes
Sharon Pandak	Yes
Harry J. Parrish, II	Yes
Bryan Polk	Yes

(David F. Snyder was not present for roll but arrived at 6:26 p.m.)

Non-Voting

Matthew Tucker	Yes
Morteza Salehi	Yes

Chairman Zimmerman welcomed Sharon Pandak, the Governor's new appointee who replaced Margaret Vanderhye.

3. Approval of the Minutes of the December 6, 2007 Meeting

FINAL ACTION: On motion by Mr. Connolly, seconded by Mr. Parrish, and carried unanimously, the Authority approved the minutes of the December 6, 2007, meeting as presented.

4. Appointment of Executive Director

FINAL ACTION: On motion by Mr. Connolly, seconded by Mr. Nohe, and carried unanimously, the Authority approved a resolution appointing John Mason as NVTA's Executive Director and approved his employment contract.

Mr. Mason expressed his appreciation for being appointed.

5.A. Presentation of NVTA Six Year Program for FY 2008 to FY 2010

Tom Biesiadny (Fairfax County) and Betsy Massie (PRTC) gave a presentation (in PowerPoint) on the proposed Initial NVTA Six Year Program.

5.B. Public Hearing on NVTA Six Year Program (6:33 p.m.)

The Chairman directed the Clerk to call speakers:

ELECTED OFFICIALS

1. Kristen Umstattd, Mayor, Town of Leesburg: Spoke about the regional impacts of Route 15. It is an interstate road from Maryland to Charlottesville and truck traffic on Route 15 is traffic that would otherwise be on I-81 or the Beltway. The town appreciates the inclusion of \$4.5 million for this project in the NVTA Six Year Program. Also, the interchange at Edwards Ferry Road will relieve significant congestion. Route 15 South handles over 17,000 per day. This section in Leesburg handles about 53,000 a day. She noted that her colleague from Purcellville was not present, but he supports funding for the Southern Collector Road Project.
2. Jane Seeman, Mayor, Town of Vienna: She is glad to see platform improvements at Vienna Metrorail station on list, and she thinks that escalators at the station need to be updated. She would like improved lighting at the Dunn Loring and Vienna Metrorail station parking lots to be included, due to number of incidents nearby. Mr. Connolly offered to sit down with Ms. Seeman and staff to discuss.

THREE MINUTE SPEAKERS

3. James Parmelee, Resident of Centerville, Virginia: The 2002 referendum on a half cent sales tax for transportation was overwhelmingly rejected by voters. Instead [you] went to General Assembly and convinced them to give powers without going to voters. Rather than wait for courts you decided that NVTA has the legal authority to impose taxes NVTA proceeded to impose them. The NVTA should have waited for court to work their magic on whether such an imposition is constitutional. Question is what would happen, if the Supreme Court says some of these taxes are unconstitutional. How do you return the money? Can see how car registration returned, but how do you return money to those who had cars repaired, rented cars or sold houses?

4. Bruce Wright, Fairfax Advocates for Better Bicycling: Handed in written testimony. He said that he saw very little bicycle/pedestrian friendly projects in Fairfax County. We are living in different age than few years ago. Thanks to internet people have more flexibility on where [they] work, live and shop. He thinks in future that we must rely less on traditional transportation. The computer is a transportation system in some way. He questioned the ranking of #1 project – Prince William County Parkway. In his opinion it ranks zero. Regarding projects in Fairfax County he found that only .06% of the funding was dedicated to on-road bicycle facilities. The region already has a connected road network. The best option is to improve bicycle facilities.

5. Jane Quill, Chairman, Board of Northern Virginia Association of Realtors: As member of Northern Virginia Transportation Alliance, we worked hard to bring together large coalition. The money was hard earned and must be well spent. Taxpayers and Richmond legislators will look closely at first set of regional projects chosen. The issue is how best to spend regional transportation dollars, not local. Choose wisely and invest in projects such as - I-66/Vienna accessibility and capacity improvements, Connector buses, widenings, and the Route 20 overpass. Projects that failed regional significance [test] relate to parking garages, bicycles, sidewalks, streetscape, traffic calming and landscaping. They provide too little regional return for limited dollars. It is a bad precedent not to use these dollars for regional transportation [improvements]. Local regional and state funds should be leveraged for projects of regional significance.

6. Eleanor Anderson, Great Falls Citizens Association: Appreciate concerns raised. Would like that you consider not funding truncated Route 7 widening project at this time. Only public hearing she participated in was Route 7 from Rolling Holly Drive to Tysons. That would have had completely different impact than truncated road. There are two problems. The double left turn lanes coming into Georgetown Pike that would be extended. Quadruple capacity of left turn vehicles going onto Georgetown Pike. Second, the Route 7 project would end at Old Reston Parkway or Reston Avenue. That means bottleneck at that intersection where three lanes go down to two. You will see lights on cars breaking. See those lights when you decide whether or not to turn onto Georgetown Pike and avoid bottleneck. Will invite great deal of traffic on Georgetown Pike, all lanes of which go down to a single lane in very short distance. She pointed out that there had been no opportunity at the public hearing to discuss and provide comments on truncated project. Her organization has been opposed to two left turn lanes since beginning of the design process.

7. Edson Tennyson: NVTA should take into consideration federal debt, global warming, traffic congestion and safety and movement. Everything tonight should be subsidiary to these major issues. There have seen surveys, and transit has to come first. Transit is not more expensive. In Charlotte, citizens voted 70% not to repeal transit taxes. Regarding the Columbia Pike streetcar – people don't understand the increased traffic on the Pike. The increase in Metro rail fares is causing people to shift to bus. The region has to provide money to have Metrorail running safely. Operating expenses can't be raised completely from the fare box. He has no problem taking care of highways.

8. Walt Wufel, Resident of City of Falls Church: The proposed parking lot would be very important plus. Also bus stops and sidewalks and bicycle routes all very important and coincide with a pedestrian friendly community.

9. Geoffrey Allen, Resident of Bailey's Crossroads: Please wait to authorize projects until constitutionality of Authority established. He recognizes that it is easier to ask forgiveness than ask permission. In this case, it is not always best to go easy route. Sometimes it's best to go the right route. It would be a pretty big mess to have to return money. He would like NVTA to wait until the court case is resolved.

10. Inta Malis, Resident of Arlington County: Supports Columbia Pike streetcar project. She is a long-time resident and former president of civic association and past chairman of Planning Commission. Growth in region, specifically in eastern Fairfax and Arlington County, must be addressed. Studies show that street cars are cost effective and can be implemented quickly. There has been significant study on effectiveness by WMATA and Arlington. They have been proven effective throughout country. Implementation of project has some obvious benefits that come along with transit projects in general. They are a reduction of street congestion, improving air quality, support of regional development and serve as model. Something in toolbox to consider for other regions.

11. Lander Allin, Resident along Columbia Pike in Arlington County, and current president of the Columbia Pike Revitalization Organization: She is in favor of Columbia Pike streetcar project. It is needed to move people more efficiently up and down the Pike. There is a great deal of density on and near the Pike. Ongoing and planned development in Bailey's Crossroads will bring significant density. The Pike already has congested areas which needs a transportation system that gets people out of cars. Streetcars move more people than buses, have a more comfortable ride, and people will ride them even if they won't take a bus. She has travelled to Portland, Oregon. Their system is model for Columbia Pike. It was constructed in an efficient manner in a short period of time and has been a tremendous success. It has been expanded three times, and Portland is embarking on a project to double size of existing system. It's time to bring street cars to Northern Virginia. We need to get people out of cars.

12. Joseph Warren, Resident of Arlington County, and retired transportation economist from U.S. Government Accountability Office: He has consulted on light rail projects. He is a member of Arlington Transit Advisory Committee (TAC). The TAC voted against the Columbia Pike streetcar project. He urged NVTA to remove streetcar project from 2009 and 2010. Of \$31 million to be collected from seven taxes and fees about \$16 million

available for Arlington projects. Most of the funds will likely be used on Columbia Pike. This is not transportation project, but an urban redevelopment project. Transportation and mobility have not been mentioned. A July 2005 detailed consultant's study did not consider a modified BRT alternative that would be about one-quarter the cost. The project does not increase bus frequency. The study violated several professional project evaluation standards such as dissimilar operating plans and routes. The cost for BRT alternative includes \$30 million in unnecessary streetscape and utility costs. This done to make cost appear less than is. The Federal Transit Administration turned down Arlington's request for money. This would mean those who benefited from increased valuation would pay the cost of streetcar. The taxes should go to justifiable transportation projects such as new Ballston Metrorail station access elevator.

13. Roger Diedrich, Resident of Fairfax County: He has a lot of questions. He indicated that the process has been unclear. He was not sure what the public is invited to comment on. Is this final project list or is this draft? He doesn't know if the NVTA can consider public comment. How can this possibly be meaningful? He believes NVTA needs to be more clear on how public process works and how to translate the scores. He wanted to know where the detail is found. What is assigned to each project? Are these moons assigned by the jurisdictions? Issue of weighting the criteria raised – he thinks it's a good idea but need public discussion on what values are given to the weights. He said that when evaluating the affect on congestion it matters where boundary is. He believes the degree of cost effectiveness built in is not clear. He think NVTA needs information about that. He is encouraged that there seems to be emphasis on transit. He is dismayed some important projects not on horizon – transit other than Dulles rail that would serve Tysons. He supports light rail on Columbia Pike.

FIVE MINUTES

14. Leo Schefer, Washington Airports Task Force: Provided written testimony. Airport access is important. Projects which offer real regional benefit also improve airport access for the region. Never thought I would find myself asking you to slow down. Looking at list of projects, I really feel I must do that. Hope you would defer action today, not by very much but defer and ask staff under new leadership to rapidly come back to you with list that does two things -- regional and not local in nature and whose completion would produce greatest reduction in trip time for largest number of people. Took more than two decades to get local funding source for Northern Virginia. Many would like for you to fail. It is vital that money collected be used on projects that produce the most benefit for the region. Many across regional lines. Much of list indicated, sadly, is really local in nature. Forty percent of money goes to jurisdictions for local projects. The money collected must be spent in best possible way to move forward and succeed. Urge you to defer action until you gather a truly regional project list. Transit gets a lot of money off top. Sixty percent needs to be applied very highly for highway component and provided for those projects which would produce greater reduction in trip time for largest number of people.

15. Jon Peterson, National Association of Industrial and Office Properties, and with Peterson Companies: Chairman of NAIOP for number of years and more involved with executive committee. Vice chair of Board of Trade. On Commercial Real Estate Board.

Very involved with transportation coalition. Involved with regard to how Northern Virginia will move forward. In Northern Virginia transportation was bad enough to take drastic measures so we agreed with the commercial property tax. The prioritization of projects on existing list is a little disheartening. Urge the NVTA to change emphasis and criteria used for prioritization. Change the way in which projects are prioritized. He would hate to have Richmond legislators see we are spending dollars on smaller projects. The region has been ranting and raving about not enough dollars in Northern Virginia. If they take note of smaller projects might say that we have been crying wolf all these years. I would not go far as Leo Schefer and say stop.

16. David Edwards, Vice President of Committee for Dulles: The group was founded in 1966. It promotes airports as regional assets. Think all understand that it is important to establish sense of momentum by taking small projects that are smaller and easier to implement. However, as the NVTA goes to next phase, it should be looking at regional projects of regional significance that accomplish regional ends. With a small pie and small slices and everyone getting a piece, we are not going to solve problems. Establish cost-benefit means to evaluate projects more effectively. Committee is very pleased with John Mason's appointment to lead work in coming years.

17. Charles Langalis, Vice Chair of Citizens Advisory Committee on Transportation in the City of Falls Church: Our committee speaks in favor of all projects in the City. They are in a unique position because both blessed and cursed by geographic location. Lee Highway and Leesburg Pike receive heavy punishment by every type of vehicle. There is a need for reconstruction of these roads. They are important for trade and commerce in Northern Virginia. It has finally have come to the point where city is reinventing itself. Doing by way of mixed use projects – condos with ground floor commercial. City center off Washington and Route 7 coming up. This would be phase one and the second phase would be on other side of street. There is a lot of movement in and about the city. Want to be safe, convenient and appealing. Call on NVTA to improve pedestrian reliance on walkability and bike trails to make welcoming to those coming to do business, seeking entertainment, etc. Falls Church needs to have homogenized, harmonized municipality.

18. Stewart Schwartz, Executive Director for Coalition for Smarter Growth: Wants to echo Bruce Wright's comments on the importance of on-road bicycle transportation. Local dollars and complete streets movement. Commends NVTA for using criteria that emphasizes multi-modal use. Second issue -- need to have integrated process that is transparent on website between local transportation and approval, NVTA six year plan, and COG regional process. It is important to have an understanding of entryways for public input. Put a system schematic on website. As we look to future in Northern Virginia, we could try to widen roads to 10 lanes but we'll only end up in same place. These strategies are the interconnection of local streets, 10 minute walk to services, walkability, and others key to reducing congestion. All more important because of rising energy prices. People are looking to save on energy and travel costs. Green buildings and walkability key core of what we do. His organization is happy with plan. Supports the Columbia Pike project, recognizing bike community and Arlington has had some challenges. The project connects high density communities of Arlington and Fairfax and it's smart growth. In Portland, Oregon light rail contributed to economic development. Think what is shaping us is 1950s

versus 21st century approach. We have tried 1950 and it did not work. Also focusing on long distance at high speed. Very hard to make that happen.

19. Edwin Henderson, President of Tinner Hill Heritage Foundation: Supports Falls Church projects. Lives in the only house on Maple Avenue. On one side there is a large condo built and on other end they are building a hotel. Falls Church needs to build infrastructure to support this type of development. As we move from low density to high density, this one project is going on at Broadway or Spectrum. It is massive. It is very high on the density chart. Tinner Hill is proposing to build civil rights memorial park on Tinner Hill Road. It will be visible from Lee Highway. Heritage Foundation and its project – Virginia African American Heritage Trail – qualifies for funding. Has not given up on building a cultural center. Part of it is going to the memorial park. There is a lot of rich history in Falls Church. Our goal is to educate. The park will educate and make citizens aware of the City's history. His grandfather created first Falls Church NAACP. Fairfax County branch has reputation of being one of the best. They will also be part of this initiative. In a couple of years, I'll come back to you and talk about transportation issues.

20. Bob Chase, Northern Virginia Transportation Alliance: Provided written testimony. Taxpayers and Richmond should look carefully at projects chosen. The issue is how to best spend regional transportation dollars. These dollars need to meet regional needs. The alliance finds many projects have merit, including I-66/Vienna Metrorail accessibility, Prince William County Parkway widening, Route 7, Fairfax Connector buses, etc. (see testimony). Projects that failed the regional test include \$36 million to replace Columbia Pike bus system with trolley which I believe is 19th century. Metro elevators are not good – receive \$50 million a year off top every year for such improvements. Parking lots and garages, streetscape, landscape, etc., together these local expenditures total more than 25% of proposed funding. Far too little regional return. Critics warned this would happen. NVRTA is considering spending hard earned money on things that don't meet regional needs. Far better to limit regional investment to projects that really matter and hold funding in reserve until better projects come online than the insignificant ones. Many major regional needs will go unmet. Identification of short list of projects should be objective. Regional local and state funds should be leverage for projects of regional significance. Scheduling of final vote immediately after this hearing leaves no time for consideration of public input. Narrowing of list would meet transportation needs and build public confidence. The public also wants you to succeed. To do that have to check local hats at door and put on 10 gallon regional hats and spurs. The precedent set tonight will have serious long term consequence.

21. Daniel Flores, Senior Regional Director for Government Affairs of Greater Washington Board of Trade: Provided written testimony. It took 20 years for Commonwealth and Northern Virginia to secure funding. Northern Virginia business community has been in forefront to trying to secure the funding. Now that it has been secured, it is important that funds be carefully managed and well spent to address transportation challenges in region. Relief from congestion is an expectation of residents and businesses now paying new or increased taxes to reach this goal. Traffic congestion is a regional problem. Most impact in reducing congestion and delays in improving travel time for most people in most cost-effective manner. Regional dollars solely focused on regional projects. I-66/Vienna

Metrorail Accessibility and Capacity Improvements; Route 7 / Route 659 interchange; Route 1 widening would help large numbers of commuters. Projects of local impact should be paid from local funds.

At 7:36 p.m., after the final speaker, the Chairman concluded the public hearing and confined discussion to the Authority.

5.C. NVTA Six Year Program for FY 2008 to FY 2010

Mr. Nohe moved and Mr. Lovain seconded that the NVTA approve the initial NVTA Six Year Program encompassing the balance of FY 2008, FY 2009 and FY 2010, as shown in Attachment I to Mr. Biesiadny's January 4, 2008, memorandum.

Mr. Snyder requested that the municipal parking garage [in Falls Church] "design and finance" project be changed to "build the project". Without objection,, this item was incorporated into the main motion. The project amount did not change.

Mr. Connolly asked Mr. Salehi of VDOT whether a public hearing would be held by VDOT on the Route 7 project. Mr. Salehi responded that VDOT would hold a public meeting. Mr. Connolly also requested that Mr. Salehi take a fresh look at the signal at Seneca Road to which Mr. Salehi agreed.

FINAL ACTION: The motion, with the understandings requested by Mr. Snyder and Mr. Connolly, to approve the initial NVTA Six Year Program for FY 2008 to FY 2010 carried unanimously.

Other Action Items

6.A. Approval of NVTA Debt Policy

Presentation by Leonard Wales – Debt Manager for Fairfax County. See PowerPoint.

FINAL ACTION: On motion by Mr. Connolly, seconded by Ms. Connolly, and carried unanimously, the Authority approved the Debt Policy included as Attachment I to Mr. Biesiadny's January 7, 2008, memorandum.

6.B. Approval of Procedures for Allocating NVTA Revenues

Mr. Biesiadny made a presentation on procedures for allocating NVTA revenues..

Kevin Greenlief, Director of the Department of Tax Administration in Fairfax County, responded to questions.

FINAL ACTION: On motion by Mr. Connolly, seconded by Mr. Parrish, and carried unanimously, the Authority approved the Procedures for Allocating Revenues as shown in Attachment I to Mr. Biesiadny's January 4, 2008, memorandum, with a correction noted by Mr. Biesiadny on the 2nd page of the Procedures, 2nd paragraph, 2nd line,

changing word "... (PRTC) based on the percentage of **ridership** attributable to each VRE jurisdiction....." to "**subsidy**".

6.C. Approval of an NVTA Finance Committee

Mr. Biesiadny dedicated the recommendation for a Finance Committee.

FINAL ACTION: On motion by Mr. Connolly, seconded by Mr. Parrish and carried unanimously, the Authority established a permanent Finance Committee consisting of five NVTA members appointed by the NVTA chairman for staggered two year terms, with the chairman and vice chairman of the Finance Committee selected by the NVTA chairman, and the jurisdictional financial staffs continuing to participate at least until such time as the NVTA staff can support the committee.

6.D. Approval of CY 2008 Meeting Schedule

FINAL ACTION: On motion by Mr. Connolly, seconded by Mr. Nohe and carried unanimously, the Authority approved the 2008 meeting schedule attached to Mr. Biesiadny's January 7, 2008, memorandum, which includes the future dates of February 7, 2008; March 13, 2008; April 10, 2008; May 8, 2008; June 12, 2008; July 10, 2008; August – no meeting; September 11, 2008; October 9, 2008; November 13, 2008; and December 11, 2008.

ADDITIONAL FINAL ACTION – RESOLUTION RELATING TO STAFF

APPRECIATION: On motion by Mr. Connolly, seconded by Mr. Zimmerman and carried unanimously, the Authority expressed its deep gratitude to staff in the respective jurisdictions for their hard work on the NVTA work program. The Authority agreed to determine ways to recognize the extraordinary efforts of each staff member in the future.

Approval of 2008 Work Program

FINAL ACTION: On motion by Mr. Connolly, seconded by Ms. Connolly and carried unanimously, the Authority approved the 2008 Work Program attached to Mr. Biesiadny's January 7, 2008, memorandum

6.E. Approval of Interim Procurement Policy

FINAL ACTION: On motion by Mr. Connolly, seconded by Mr. Nohe and carried unanimously, the Authority approved the Interim Procurement Policy for NVTA as outlined in Attachment I to Mr. Mason's January 7, 2008, memorandum.

Discussion Items

7.A. Presentation of I-95/395 HOT Lanes Project and Transit/TDM Study

Mr. Corey Hill of the Virginia Department of Rail and Public Transportation gave a presentation on the Transit/TDM study associated with the project. See PowerPoint.

7.B. Update on Supreme Court Testimony – January 8, 2008

Ellen Posner of NVTA's Council of Counsels gave a brief update. She said that a ruling is anticipated in the near future.

7.C. 2008 General Assembly Session

Mr. Biesiadny gave a presentation on pending legislation before the 2008 Virginia General Assembly. He spoke specifically in reference to legislation related to the collection of auto dealer fees, changing the vehicle repair service fee, and increasing membership on the NVTA to include a town representative. Mr. Biesiadny agreed to keep the Authority updated on legislation and, at Ms. Connolly's request, agreed to send an email to the Authority clarifying the issue of the collection of auto dealer fees.

7.D. Other Business

There was no other business discussed under this agenda item.

8. Information Items

There were no informational items discussed under this agenda item.

9. Adjournment.

Without objection, the hearing was adjourned at 9:20 p.m.