

Northern Virginia Transportation Authority

Summary of Information Session

JUNE 9, 2005

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

Members

(those present are highlighted)

William Euille
Christopher Zimmerman
Robert Lederer
Gerald E. Connolly
David Snyder
Scott K. York
Harry J. "Hal" Parrish, II
Bryan Polk
Sean Connaughton
William Mims
Vincent F. Callahan, Jr.
Jeff Frederick
Margaret E. G. Vanderhye
Tania Husick
Dennis Morrison

Mayor, City of Alexandria
Arlington County Board
Mayor, City of Fairfax
Chairman, Fairfax County Board of Supervisors
Falls Church City Council; NVTA Chairman
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
VDRPT (*non-voting member*)
No. Va. District Administrator, VDOT (*non-voting member*)

Staff Present

Linda Summerall

NVRC

Call to Order

Chairman Snyder called the meeting to order at 7:39 p.m.

Roll Call

The roll was called and members present or absent were noted for the record. Chairman Snyder noted the lack of quorum, explaining there were no action items and this gathering would be strictly informational.

Presentations

A. I-495 HOT Lanes Project

Theresa DeFore, the VDOT project manager, briefly reviewed this new project. On April 28, 2005, VDOT signed a development agreement with Fluor (the project contractor) and Transurban (the toll operator and investor) for a 14-mile project that includes development, design, financing, construction, maintenance and operation of the HOT lanes from west of the Springfield interchange to south of Georgetown Pike. There will be seven entry/exits with the potential for expansion. Each side of the Beltway will have four regular lanes and two HOT lanes that include free HOV.

The timeline is:

- 2005: investment grade traffic and revenue study and included in CLRP;
- 2006: final Environmental Impact Statement record of decision;
- 2007: begin construction;
- 2010: open for operation.

B. I-95/395 HOT Lanes PPTA

Larry Trachy, the VDOT project manager, provided a briefing. On September 24, 2003, VDOT received an unsolicited proposal from Clark/Shirley for improvements between Rt. 17 in Spotsylvania County and the Beltway. On March 1, 2004, a competing proposal was submitted by Fluor for improvements between Massaponax and the 14th Street Bridge. The Commonwealth

Transportation Board (TPB) approved both concepts on January 20, 2005, and established an advisory panel for an evaluation.

The advisory panel will hold four meetings this summer through the fall, with the September 14 meeting at the McCoart Building in Prince William County planned for public comments. The advisory panel is expected to make its recommendation on November 11.

Del. Frederick and Mr. Zimmerman expressed concern that the HOV lanes will become congested from HOT usage. Mr. Zimmerman also questioned the revenue expectations. Mr. Morrison volunteered to share VDOT's study of 30 miles of HOV on I-95/395 at the Authority's next meeting, adding that it may be that HOV-3 can no longer handle the traffic, with the possibility of looking at HOV-4.

C. Dedicated Funding Source for Metro

Shiva Pant of WMATA briefed the members on the need for a dedicated funding source for the Metro transportation system, noting increased ridership in Northern Virginia and region-wide as well as the aging infrastructure: Sixty percent of Metrorail is 20 years of age or older; the average age of the Metrobus fleet is 9.9 years vs. the national average of 7 years.

Mr. Euille reported he has received numerous calls and messages from Alexandria residents supporting a dedicated funding source.

Chairman Snyder called attention to the letter from NVTC asking that NVTA work with it to support dedicated funding. Formal action will be taken at the next NVTA meeting.

Information/Discussion

A. Emergency Coordination/Communications

Chairman Snyder referred to the distributed material. A \$1 million UASI grant will be used to train, organize and assign University of Maryland staff to CapCom activities. CapCom is a cooperative effort of the Washington region's transportation agencies with the TPB and the Greater Washington Board of Trade, tasked with responsibility for overseeing the planning, communications and dissemination of status information associated with the region's transportation system during major incidents (both natural and man-made).

B. Statewide Candidates' Transportation Positions

A chart comparing the gubernatorial candidates' transportation positions on several transportation-related activities/issues was distributed. The chart did not identify the candidates by name.

C. Population and NVTA Voting Structure

Mr. Van Zee explained that the section of the Virginia Code establishing NVTA requires that on July 1 of the fifth year following the decennial census, the population of each county and city shall be adjusted, based on population projections made by the Weldon Cooper Center for Public Service of the University of Virginia. He pointed out the slight changes in population percentage in the counties of Fairfax, Loudoun and Prince William, adding that those changes do not change NVTA's quorum or voting requirements.

D. VDOT PDC Planning Pilot Grant Program

Mr. Van Zee reported that the Northern Virginia Regional Commission was awarded four grants out of its eight applications. Northern Virginia will receive \$465,000 out of \$1.4M statewide. The awarded grants are:

- ATLAS Study, Phase 2;
- Multi-modal Level of Service Analysis for the Northern Virginia Regional Transportation Plan (TransAction 2030);

- Meeting the Transportation Needs of Northern Virginia's Seniors (Phase 2); and
- Alexandria — Mobility Needs Assessment of Persons with Disabilities, Pedestrians and Bicyclists.

Appointment of Nominating Committee

Chairman Snyder appointed Mr. Euille, Ms. Vanderhye and Sen. Mims to the Nominating Committee, which will meet after July 12.

Interim Technical Committee Report

A. Update on TransAction 2030

The survey results will be available at the Authority's next meeting. In September, the Authority will make decisions on the evaluation criteria.

Chairman Snyder was recently interviewed about the plan on WMAL radio.

B. TEA-21 Reauthorization

The House bill authorizes \$283.9 billion in guaranteed spending over five years; this is also the administration's position. The Senate bill authorizes \$295 billion. Both the House and the Senate have approved conferees to resolve the differences between the two bills. Sen. John Warner is one of the conferees, and Rep. Tom Davis is a conferee for a small portion of the bill related to government operations.

The issue of the "donor" states (Virginia is one) could affect completion of the reauthorization. Donor states would like to increase this amount to 95 percent; however, receiving states would like to be held harmless. To accomplish both goals, the size of the program will need to be greater than \$283.9 billion. The additional funding approved by the Senate would raise the level of return to approximately 92 percent. Mr. Biesiadny added that he believes the current funding will be reauthorized.

C. Update on TIP/CLRP

On April 20, 2005, the TPB approved the recommended list of projects for air quality conformity. This analysis will be conducted over the next several months. The analysis will use the Council of Government's Round 7.0 Regional Forecasts for Population, Households and Employment. District of Columbia staff have raised concerns about the projected imbalance between jobs and households that is contained in the Round 7.0 Forecasts for 2030. As a result, TPB staff, Metropolitan Development Committee (MDPC) staff and the local planning directors have been reviewing the 2030 forecasts. The MDPC met June 8 and are discussing three options; information should be available next month. The results of this discussion will have implications for the 2030 air quality conformity analysis of the TIP and CLRP. If the imbalance is not addressed, the model will likely project longer trips as the region continues to "import" workers from outside the region to fill the anticipated jobs. Alternatively, the model will reduce the number of jobs in the region to match the anticipated households.

D. TIP Amendments

Mr. Biesiadny said most of the amendments are already included in the TIP and involve moving money.

Other Business

Chairman Snyder announced the Authority would not meet in July but would meet on August 11, although by this time only five members were in attendance.

Adjournment

Chairman Snyder adjourned the meeting at 9:09 p.m.