

**Northern Virginia Transportation Authority**  
Summary Minutes  
JUNE 13, 2006

held at the Northern Virginia Regional Commission  
3060 Williams Drive, Suite 510  
Fairfax, Virginia 22031

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

**Martin Nohe (alternate)**

Jeannemarie Devolites Davis

Vincent F. Callahan, Jr.

Jeff Frederick

**Douglas Koelemay**

**Margaret E. G. Vanderhye**

**Tanya Husick (alternate)**

**Dennis Morrison**

*Alexandria City Council*

**Chairman, 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*

**Prince William Board of County Supervisors**

*Virginia Senate, District*

*Virginia House of Delegates, District 34*

*Virginia House of Delegates, District 52*

**Governor's Appointee, CTB Member**

**Governor's Appointee**

**VDRPT** *(non-voting member)*

**No. Va. District Administrator, VDOT** *(non-voting member)*

Staff Present

Linda Summerall

*Executive Secretary, NVRC*

Call to Order

Chairman Snyder called the meeting to order at 7:47 p.m.

Roll Call

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

Approval of Minutes

Ms. Summerall reported that Jana Lynott requested a correction under the senior transportation study, in that walking is a distant second to senior travel by car. Mr. Connolly moved approval of the minutes of the April meetings as amended. The motion was seconded and carried unanimously.

Chairman's Report

Chairman Snyder reported that NVTA had received a reply to his letter to the Governor regarding dedicated transportation funding; Senator Colgan also sent a reply, and Chairman Snyder read these letters.

Additionally, a letter regarding the TransAction 2030 Plan signed by the Coalition for Smarter Growth, the Arlington Coalition for Sensible Transportation, the Virginia Bicycling Federation, and the Piedmont Environmental Council was distributed to the NVTA members. The letter expresses the concern these groups have that the plan falls short of integrating land use and transportation, therefore causing them to withhold endorsement of the plan.

*Presentation:*

HOV Enforcement on Proposed HOT Lanes

Ken Daily, Vice President of Operations, Transurban, provided an overview of HOT lane tolling and enforcement proposed for I-95/395 and I-495 in Virginia.

HOT lanes will have a combination of legitimate HOV users, legitimate toll payers, exempt vehicles, and toll avoiders. The challenge is to develop a safe, reliable and easy-to-use system, while efficiently detecting the toll avoiders. Using currently available technology, there are three categories:

- *Category 1 "Basic Solutions"*

Relatively easy to use

Low on the commercial performance scale

Option: Preferred approach is tags are shielded in a pouch

- *Category 2 "Robust Solutions"*

Not as user friendly as Category 1 (at the present)

More robust commercial performance

Option a: A tag that can be switched between "toll" and "HOV" modes but appears as a normal charge tag on other toll roads, regardless of switch position.

Option b: Customers nominate their status to the operator. This can be pre-programmed for particular tips or periods and uses web, text messaging or call center to change nomination.

- *Category 3 "Automated Options"*

Easy to use

Robust performance

Not yet supported by available technology

Option: Automated charge allocation with vehicle occupancy detection and enforcement enhancement.

The four options have been evaluated using three critical decision parameters:

- Customer Convenience – How easy is it for the customer to understand and use the solution?
- Commercial Viability – How well does the regime support robust revenue collection with an acceptable operational cost?
- Available Technology – Is the solution supportable with proven and available technology?

Conclusions:

- A simple tolling and enforcement system can meet the needs of most users in the initial stages, at the expense of a potential elevation of revenue leakage and undetectable tag failures.
- A more robust regime is targeted for implementation using enhanced technology with either switchable tags or stream-lined access to notification channels.
- Vehicle Occupancy Detection equipment promises to be a useful aid to enforcement and time will tell if it can play a greater role.

Mr. Connolly questioned the omission of "facilitation of transit" under "key objectives," stating it must be included. Theresa DeFore, VDOT project manager, added that transit will have direct access lanes to the bridges, and access at Rt. 29 will allow buses to reach the Dunn Loring Metro station.

Mr. Connolly moved that NVTA supports HOT lanes on the Beltway provided that it integrates transit into the facility. The motion was seconded and carried, with Mr. Nohe abstaining.

Mr. Koelemay urged looking at cell phone technology.

*Action Items:*

A. Resolution Adopting TransAction 2030 Plan

Mr. Connolly moved that this item be deferred until the July meeting because the City of Manassas Park has not yet adopted a resolution approving the plan, and the Authority has a minimum quorum at tonight's meeting. The motion was seconded.

Chairman Snyder expressed concern about the quorum.

Responding to Mr. Parrish's inquiry, members of the Interim Technical Committee said Manassas Park will act on the plan on June 20.

The motion passed with Chairman Snyder opposed.

Jana Lynott pointed out the talking points in the plan, adding that Merni Fitzgerald, Fairfax County's Public Information Officer, suggests tying the plan into what is (or is not) happening in the General Assembly *vis a vis* transportation funding. Mr. Connolly offered the use of Fairfax County's new press center for NVTA members to hold a press conference on the adoption of the plan.

Mr. Koelemay commended the plan's prioritization matrix.

B. Approval to Reallocate Fairfax County CMAQ Funding

Mr. Connolly moved that Fairfax County be allowed to reallocate all remaining FY99 CMAQ funds (appx. \$600,000) from sidewalks/trails at Metro facilities to the Backlick North Park-and-Ride lot. The motion was seconded and unanimously carried.

*Discussion Items:*

A. Update on General Assembly Activities

A report was included in the meeting packet. Tom Biesiadny, Chairman of the Interim Technical Committee, reported that more than \$800 million is needed to remain "even" in transportation in Northern Virginia. The plan would provide half of the needed funding for the six-year plan. The Virginia House of Delegates and the Senate are scheduled to meet June 13, and the Governor is preparing a contingency plan.

Mr. Connolly moved that a letter be sent to the Northern Virginia Delegation urging passage of the budget with all deliberate speed with adoption of a meaningful transportation plan that infuses new investment with net additional investment into badly needed facilities. The motion was seconded and carried unanimously.

B. Update on VDOT's Six-Year Program

Eight hundred twenty-seven million dollars is needed for the six-year plan. If the state budget is not adopted by June 13, the CTB will be forced to adopt the six-year plan as is, resulting in a 40% cut in funding for local secondary roads. Mr. Koelemay stated the CTB would not support this as it would be a step backwards. He added it would be a great irresponsibility if the CTB and VDOT cannot meet their obligations to the localities.

C. Public Comment Period at NVTA's July Meeting

No decision was made.

Chairman Snyder thanked Mr. Biesiadny for his work.

Appointment of Nominating Committee

Chairman Snyder appointed Ms. Vanderhye to chair the Nominating Committee. Messrs. Connolly and Parrish volunteered to serve.

Information Items

Mr. Biesiadny reported there have been four code orange air quality days so far this year and that violates the air quality standard.

Adjournment

Chairman Snyder adjourned the meeting at 9:03 p.m.