

Northern Virginia Transportation Authority

Summary Minutes

February 13, 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 F. 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 7:35 p.m.

Roll Call

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

Chairman Klinge welcomed Falls Church City Councilman David Snyder, the newly-appointed representative for the City of Falls Church.

Approval of Minutes

Councilman Wren moved approval of the minutes of the January 9, 2003, meeting. The motion was seconded and unanimously carried.

Legislative Update

Ho Chang, Fairfax County's Director of Transportation, noted the distributed report on transportation bills before the 2003 General Assembly. Mr. Chang called attention to HB 1447, which allows spending secondary highway system construction funding for primary highway system construction projects. The bill is still alive as of February 13.

Mr. Chang reported that Delegate Rollison's bill HB 2750 died; HB 2750 would have taken insurance premium tax money for transportation. The pedestrian bills are all dead.

Ms. Rae added that a study request for a rail transportation development authority and the establishment of an authority has been passed out of the Senate and since been amended. The

premise is whether a rail authority would help advance passenger and freight rail issues in the other parts of the Commonwealth. She added that the study request has no funding or staff.

Mr. Chang said HJR 211, a study of the transportation allocation formula, should be completed by the end of the year.

Technical Committee Report

• *Update on Governor's Congestion Relief Program*

Tom Biesiadny reported that the deadline has been pushed back by one month, so the deadline for application submission is now February 24. The Technical Committee will review the applications on February 27 and March 4 and make its recommendations to NVTa on March 13. All applications will be forwarded to the Authority. Mr. Biesiadny added there has been a lot of interest in this program.

Ms. Vanderhye asked if it is clear as to where the \$20 million is coming from. Ms. Rae replied that after asking several times, she has been told that an anticipated increase in revenues in the funds for the next year would be used. Ms. Rae said the program could have grown by that much and those allocations will be part of the six-year plan discussion. Mr. Farley said it is a fluid situation and we'll wait to see if the revenues do grow; if there is any growth in revenues it will be applied to the \$20 million. If there is no growth, then the money would have to come out of the particular program from which the funds would otherwise apply.

Chairman Hanley raised her concern that this situation could delay a contract let, as Fairfax County has a hearing on allocations on March 6.

The members agreed that this issue needs to be raised at the pre-allocation hearings and that it needs to be new money.

• *Testimony for CTB Pre-Allocation Hearings*

Mr. Biesiadny referred the members to the hand-out, prepared by the Technical Committee with assistance from VDOT staff, and reviewed the statistics, commenting that Northern Virginia's population growth rate for the period 1990-2000 was 23.8 percent, exceeding the state's rate of 14.4 percent.

Projections for the period 2001-2025 in the metropolitan Washington region include:

- population will grow by 31 percent, with 41 percent employment growth;
- vehicle miles of travel will grow by 48 percent;
- 80 percent of funding in the 2000 Constrained Long Range Plan is for operation and maintenance, with only 20 percent for expansion;
- there is a \$200 million/year shortfall for rehab and maintenance; and
- an additional \$43 billion is needed to maintain the system and accommodate growth.

To address projected regional gridlock, the need per year is:

- \$1.2 billion additional funding for road and transit capacity needs;
- \$200 million additional for ITS/ incremental upgrades; and
- \$140 million additional for transit ridership growth.

The 2020 plan sets the funding need for the region at \$30 billion, \$13 billion for operations and \$17 billion for expansion. As of 2000, there is an approximate shortfall of \$10 billion (\$500 million/per year).

NVTA's testimony will stress the challenge of meeting air quality standards, as the region is now classified as a severe non-attainment area. The primary problem is ground level ozone. A new state implementation plan is being developed to ensure that the region is in compliance by 2005. A CLRP and TIP meeting the new standards also need to be adopted.

Members agreed that they want CTB clarification on the funding source for the \$20 million for the Governor's Congestion Relief Program.

Chairman Hanley suggested including a brief explanation of the NVTA bond program.

Chairman Klinge asked for clarification on the \$27 million approved for metro-rail capital improvements as part of the VTA 2000 available to NVTC as scheduled, \$9 million per year in FY 2004, 2005 and 2006. Mr. Biesiadny confirmed his understanding that this money was not taken away last year.

Ms. Rae suggested adding a "snapshot" of transit needs across the Commonwealth. Chairman Klinge reported that the CTB's April meeting will focus mainly on transit. Members agreed that more emphasis on the number of people served by transit should be added. Mr. Zimmerman requested inclusion of information on the capital needs of the entire metro system. Chairman Klinge suggested including figures from local bus systems as well. Mr. Snyder raised the fact that transportation agencies in the D.C. region have been required to expend significant resources on security issues.

Mayor Donley agreed to present the Authority's testimony at the CTB pre-allocation hearing.

Committee Updates

• *ATLAS Committee*

Ms. Vanderhye reported that she has spoken to professionals, planners, and the people involved in the ATLAS study and the 2020 plan. She has asked each chief elected official to designate a member of their board/council to work on ATLAS.

Ms. Vanderhye pointed out the memorandum on the ATLAS follow-up. The committee is tasked with finding prescriptive tools that elected officials can use for land use and transportation planning and policies.

• *Bylaws Committee*

A final version of the bylaws as adopted last month were distributed.

Mr. Zimmerman nominated Mayor Donley to serve as Vice Chairman of the Authority. The motion was seconded and carried unanimously.

Chairman Klinge noted that the Technical Committee needs to be formally appointed under the bylaws. The members were in agreement in their belief that the Technical Committee worked well under the old TCC and now as the interim Technical Committee under NVTA. Mayor Donley stated that NVTA, lacking funds, will have to continue to depend on the staffs of the member jurisdictions and transportation agencies for advice. He moved to accept the interim Technical Committee as the Authority's Technical Committee. The motion was seconded. Mr. Zimmerman asked how many actual members were being approved under this motion. Mr. Biesiadny replied that each locality had a representative as well as other transportation and regional agencies.

There was discussion that the legislation creating the Authority establishes a nine-member Technical Committee with six members appointed by the local jurisdictions and three members

appointed by the Chairman of the Commonwealth Transportation Board. Chairman Hanley recommended an amendment to the motion that the NVTA Chairman appoint six members from six localities and that the CTB Chairman appoint representatives from the remaining three localities; representatives from the transportation departments and regional agencies would be *ex officio* members. Mayor Donley accepted this amendment. The motion as amended carried unanimously.

• *Budget Committee*

Chairman Klinge suggested an assessment from each of the member jurisdictions for the Authority. Chairman Hanley reminded the members that the law provides for proportionality. Chairman Klinge asked the members to think about this and discuss it with their governing bodies, adding that he will provide a dollar amount within two weeks.

Other Business

Mr. Farley reported as an information item, that the Northern Virginia jurisdictions on the TPB worked well together through the TCC and now through NVTA in terms of caucusing over major issues. This year, the region is 50 tons to the negative in trying to achieve air quality goals. The CIP needs to be approved this July. The MWAQC is already debating how the budgets will be apportioned. Northern Virginia will need to monitor the TPB proceedings. If Northern Virginia does not achieve an approved CLRP by the end of the year, its programs will not advance.

Chairman Hanley stated she believes Northern Virginia will find itself with a very different CLRP when it is approved. Last year, Virginia met its share of the air quality because roads fell off the plan. On transport and power plants, which are the point sources, we are doing all we can, but in two states the governors and attorneys general are in different places. It will cost money to do what needs to be done.

Mr. Zimmerman commented that the elected officials have a general obligation of protecting residents; people are breathing unhealthy air, which must be kept in mind when discussing how to protect transportation projects.

Chairman Hanley noted that one-third of the region's air pollution is blown in from outside the region, but the region is obligated to deal with it.

Mr. Farley added that besides Chairman Hanley, he sits on the MWAQC, and he can relay NVTA's concerns and plans to other state agencies and try to build consensus with his colleagues in D.C. and Maryland. Chairman Hanley stated that Northern Virginia may not be able to continue its transportation program. The 2000 CLRP fully met conformity, but the CLRP will look different this October; roads will be off it. She believes some of the road money will have to be diverted to buses and purchasing hybrid cars for fleets. Mr. Farley agreed. The members concurred that NVTA needs to agree as a region before going to MWAQC.

Adjournment

There being no further business, Chairman Klinge adjourned the meeting at 8:53 p.m.