

## Northern Virginia Transportation Authority

### Summary Minutes

April 10, 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**  
**Jeffrey Greenfield**  
**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**  
**Fairfax City Council**  
**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 7:37 p.m.

#### Public Comment

Chairman Klinge noted a request had been made for a public comment period. He gave the floor to Ray Pelletier of Public-Private Solutions, who addressed the recent sales tax referendum for transportation. Mr. Pelletier noted that this past November, eleven transportation sales tax referenda were passed throughout the country. He asked that the Northern Virginia Transportation Authority prepare a project list for the next referendum, either the 2004 or 2006 election, explaining that he believes a "grounds up project package" would be supported by the public, although it will take a good deal of coalition building and public education.

#### Roll Call

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

#### Announcement

Chairman Klinge informed the members that Delegate Callahan's wife has recently undergone surgery. Members expressed their hopes for a quick recovery.

#### Approval of Minutes

Councilman Wren moved approval of the minutes of the March 13, 2003, meeting. The motion was seconded and unanimously carried.

### Technical Committee Report

- *Update on the Governor's Congestion Relief Program*

Tom Biesiadny reported that the committee received clarification from Deputy Secretary of Transportation Pierce Homer, reflected in Mr. Biesiadny's April 9 memorandum to the Authority.

Clarification includes three points: (1) NVTA's Congestion Relief Program requests will be weighed against other regional priorities developed by NVTA, the localities and other stakeholders; (2) funding for this program will come from the following sources: Federal Interstate and National Highway System funds, Statewide Surface Transportation Program funds, the growth in the VDOT Primary System Program, and several smaller statewide sources. (Funding for the program will *not* come from the VDOT Secondary or Urban Programs, CMAQ programs funds or Regional Surface Transportation funds.); and (3) The Secretary's office would like the program projects ranked in priority order if this can be done quickly.

It is the Technical Committee's understanding that the CTB will adopt the projects from the Congestion Relief Program as part of the six-year program. A draft will be approved May 15 and the final document will be approved June 19. Congestion Relief projects will be weighed against other regional priorities developed by NVTA, the localities and other stakeholders.

Mr. Biesiadny noted that the much of funds for this program will be federal, resulting in an amendment to the TIP. After the TIP is amended, the region will have twelve months to complete the projects. The region is currently updating the TIP, with adoption scheduled for September and approval by the federal agencies in January 2004.

Chairman Hanley asked if the \$20 million has been allocated. Mr. Klinge replied negatively, noting the original wording is "ten projects not to exceed \$2 million each." He added that in all probability, the additional costs for snow removal and pothole repairs have used most of the "new" money in the Transportation Trust Fund.

Mr. Zimmerman expressed his dismay over Richmond's lack of direct communication with the Authority.

Replying to Chairman Hanley's concern about getting the projects on the TIP, Mr. Biesiadny said about half of the projects are probably exempt and could be added; the other half would probably have to wait until the TIP is updated and adopted. VDOT staff is identifying which projects are exempt. Mr. Farley reported that VDOT has been informed that in putting together the six-year plan update, it is highly probable that the policy decision will be made to basically assign federal funds for the majority of projects in the six-year plan in order to maximize the leverage of as much dollars as possible on all their projects. Chairman Hanley noted that some of the projects on the list are sponsored by groups that may not be eligible to receive federal funds.

Mayor Donley questioned the point of changing the list, since it is prioritized but apparently not to the Transportation Secretariat's satisfaction, when no one knows if any of the projects can be funded. Senator Mims agreed that the Authority has ranked the projects. Mr. Zimmerman commented that by agreeing to this program, the NVTA does not know what other projects it may be giving up.

Mr. Snyder raised the question of air quality improvement, asking how effective would it be to spend money on the Congestion Relief Program projects in terms of air pollution reduction as opposed to other projects outside this program. The members agreed.

Chairman Hanley moved that the Authority keep the project list as submitted. The motion was seconded. Mayor Donley suggested amending the motion to resubmit the list with the proviso that funding, federal or otherwise, are expended for projects otherwise approved which will benefit air quality conformity be funded in lieu of the Congestion Relief projects. The motion was seconded.

Senator Mims moved that the Authority respectfully resubmit its original list, stating there is a ranking within the list that shows how each locality viewed each of the projects; the Authority recognizes the fact that these projects are competing with other projects; and it is the Authority's preference that if previously approved projects have better air quality enhancement that they be funded before projects under the Congestion Relief Program. The motion was seconded and carried unanimously. After additional discussion, the members agreed on no changes to the project list.

Chairman Connaughton raised the issue of the relationship between the CTB and NVTA, noting that interpretation of the law can be made that NVTA is the final authority. Senator Mims replied that the Authority is the final authority for all funds in its checking account. The underlying intent was that funds provided specifically for Northern Virginia (which would generally not include those in the six-year allocation process) belong to NVTA. The CTB will give significant weight to NVTA's position for those matters under its responsibility.

• *Update on Metropolitan Air Quality Issues*

Mr. Biesiadny reported the region has attained the rate of progress for NO<sub>x</sub> for 2002 and can attain it for 2005. However, the VOC rate of progress for 2002 has not been obtained and it does not look promising for 2005.

As part of the new SIP, MWAQC will adopt new budgets for each of the four sectors; then it will need to be determined whether to adopt transportation emission reductions measures. A draft SIP will be available in May for public comment, with submission to EPA by July. TPB needs to submit the draft TIP in July for public comment with adoption in September to be forwarded to the FHWA for approval, assuming EPA has approved the SIP.

MWAQC is looking at a number of control measures for VOC. Mr. Biesiadny added that some of the transportation-related measures get into SIP, and the region is required to do them. If these measures don't achieve the purported benefits, the only way the process can be changed is going through a process similar to a SIP amendment.

An alternative is to set the mobile budget and then allow us to adopt TERMS (Transportation Emission Reduction Measures) to achieve that budget. TERMS provide flexibility and one TERM can be substituted for another.

Additionally, a set of contingency measures will need to be adopted, so if the control measures don't work, the contingency measures automatically take place.

Chairman Hanley commented that the percentage of increase in emissions is really an area source (e.g., dry cleaners, nail polish, hair spray, paint, etc.). Members discussed funding air quality improvement.

Chairman Klinge suggested the Technical Committee work on Virginia-specific answers.

• *Reprogramming of CMAQ Funding for Alexandria Projects*

Mayor Donley moved approval of reprogramming CMAQ funding in the City of Alexandria from the construction of a transit center at Landmark Mall for the Duke Street Pedestrian Bridge. The motion was seconded and unanimously carried.

- *TIP Amendment for CMAQ Projects*

Mr. Biesiadny noted that the CMAQ, RSTP and enhancement projects. The CMAQ and RSTP projects were approved this past fall by the Authority. These are exempt projects from conformity. These projects have been submitted to the TPB.

#### Presentation on the Crystal City – Potomac Yard Transit Study

Tanya Husick with the Department of Rail and Public Transit reported on the recently completed transit study for the Crystal City – Potomac Yard area. Ms. Husick reviewed the members of the policy advisory committee and the technical advisory committee, public outreach, and the transit development process. Three transit methods were studied: bus rapid transit, light rail transit and Metrorail. Projected daily ridership, change in travel time, mode share, projected cost, and change in Metrorail ridership were examined. Bus rapid transit appears to be the most cost-effective.

Findings include that:

- projected transit ridership provides ample justification to advance the project into EIS;
- bus rapid transit appears to be the most cost-effective way of serving the public and creating a transit oriented environment;
- bus rapid transit should be advanced as LPA for the new starts process;
- bus rapid transit, light rail transit and Metrorail are all viable alternatives regarding transit ridership and should all be studied further in the EIS; and
- the selection of bus rapid transit should not preclude the construction of one or more future Metrorail stations.

#### Committee Updates

- *ATLAS Committee*

James Van Zee (Northern Virginia Regional Commission) reported that the ATLAS Committee met March 30. The committee members agreed that the ATLAS study is a good guide for land use and transportation planning. They want to develop common criteria for NVTA, offering guidance on legality, usefulness, and viability.

The committee plans to submit a report by December to the Authority.

#### Other Business

Chairman Klinge reported he asked Mr. Snyder to prepare a letter for his signature on clean air. Mr. Snyder said he talked with Ron Kirby. There are 18 months from January in which to work on this, and after the upcoming TPB review, a coherent schedule should be able to be formatted. The letter should be available by NVTA's next meeting.

#### Adjournment

There being no further business, Chairman Klinge adjourned the meeting at 9:26 p.m.