

Northern Virginia Transportation Authority

Summary Minutes
OCTOBER 14, 2004

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 T. Connaughton

William Mims

Vincent F. Callahan, Jr.

Jeff Frederick

Leonard S. "Hobie" Mitchel

Margaret E. G. Vanderhye

Tanya Husick for

Robert McDonald for

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

Governor's Appointee

Karen Rae, Director, VDRPT *(non-voting member)*

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

(non-voting member)

Staff Present

Linda Summerall

NVRC

Call to Order

Chairman Snyder called the meeting to order at 7:40 p.m.

Roll Call

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

Recognition of Immediate Past Chairman Kenny Klinge

Chairman Snyder recognized Kenny Klinge, NVTA's immediate past chairman, presenting him with a plaque, a certificate of appreciation, and an engraved clock. Chairman Snyder noted Mr. Klinge's many achievements in the transportation arena, and Mr. Connolly added that Mr. Klinge is noted for his diplomatic skill and ability to always rise above partisanship. Mr. Klinge thanked the members, adding it had been an honor and a pleasure to serve two terms as the Authority's first chairman.

Approval of Minutes

Mr. Connolly moved approval of the minutes of the September 9, 2004, meeting. The motion was seconded and carried unanimously.

Discussion of Regional Blue Ribbon Panel on Dedicated Funding for Metro

Mr. Connolly noted that the panel needs to suggest funding solutions. He asked Mr. Klinge, a member of the panel, for his observations.

Mr. Klinge stated the panel is comprised of very talented people. His concern, however, is that the panel receives the information it needs, adding that he thinks there may not be enough meetings

scheduled and enough staff to get the work done in the short time allotted. Mr. Klinge said he is optimistic that the jurisdictions in the metro area will agree on the solution.

Mr. Connolly added that there may have to be more than one source of dedicated revenue due to the various governmental structures.

(Mr. Klinge departed after the Blue Ribbon Panel discussion.)

Presentations

A. *VTrans 2025*

Mary Lynn Tischer, Director of the VTrans Technical Committee, provided an overview of the VTrans 2025 project, a statewide, long range, multimodal transportation plan. Dr. Tischer described this as a blueprint to set broad transportation goals, objectively determine transportation needs, and to coordinate modal plans.

The Policy Committee (chaired by Judy Connally, an At-Large Urban representative of the CTB), consists of representatives of the CTB, the Aviation Board, the Port Board, and the Secretary of Transportation. The Technical Committee consists of members from VDOT, VDRPT, DOAV, VPA, VAPDC, VTRC, UVA, FHWA, and Governor Warner's office (Dr. Tischer).

There have been approximately 40 meetings with stakeholders throughout the state, and the overwhelming outcomes are that people are concerned about the environment and don't want transportation to impact the quality of life; they are willing to pay more for transportation if investments are better balanced among modes and if the money raised for transportation is actually used for transportation; that transportation planning and decision-making should be more collaborative and responsive to local and regional needs.

Dr. Tischer reviewed project prioritization criteria.

The cost over the next 20 years is an estimated \$200 billion; however, there will only be \$100B in revenues. By 2014, Virginia will not be able to match all of the federal funding, having shifted state construction funds into maintenance, and by 2018 there will be no construction funds. Transit and rail, aviation, and ports will also have unmet needs.

Judy Connally noted that the Policy Committee, comprised of six CTB members, including Kate Hanley and former CTB member Kenny Klinge; executives of the modal agencies; and appointed board chairs will develop policy recommendations in four key areas: funding, setting priorities, land use and transportation, and intermodal connectivity. The Policy Committee will also oversee the Technical Committee.

Dr. Tischer confirmed for Kate Hanley that there is no list of projects associated with VTrans 2025; rather, it is a decision-making framework with goals.

Messrs. Zimmerman and Connolly raised the issue of a lack of local power regarding land use decisions and coordinating land use and transportation. Ms. Connolly concurred and said the Policy Committee will look at this issue. Dr. Tischer said that most of the changes that would be meaningful would have to go through the General Assembly. Mr. York noted there is no funding to support additional roads or transit for new housing developments. There was general agreement on the importance of having the Northern Virginia Delegation and the General Assembly as a whole agree on expanded local authority for local land use issues.

Chairman Snyder called the members' attention to Ms. Connally's letter, pointing out the pledge to coordinate VTrans 2025 with the Northern Virginia Transportation Plan update. He then raised the issue of economic implications, saying that both Northern Virginia "and the state have an interest in supporting job creation in Northern Virginia. A job created in Northern Virginia throws off a huge amount of tax revenue that the state can use elsewhere. If we fail to support job creation and the jobs in Northern Virginia, and those jobs all locate"... to other states or overseas..."the loss is to the rest of Virginia. We calculated a few years ago that for every dollar collected, in sales taxes and income taxes, in Northern Virginia, about 20-25¢ of that gets back to Northern Virginia. That means if we fail to support the economy of Northern Virginia with adequate transportation investment, the jobs that are lost that move outside of Virginia harm Northern Virginia but they really harm the rest of the state more in terms of the revenue they throw off." He asked that the Policy Committee perform more sophisticated economic modeling and coordinate the discussion on revenue.

B. Proposed Public Participation Process for Regional Transportation Plan Update

Ric Canizales, Prince William County Staff, noted that NVTa approved this RSTP grant. The plan will be introduced to the public in January 2005, with six public workshops held throughout the region. Regional transportation needs — highway, transit, ITS, pedestrian and bikeways — will be inventoried, and transit needs will be looked at from the customer's viewpoint. Travel demand modeling will be performed and commuter parking lots will be studied.

Jana Lynott (Northern Virginia Transportation Commission) discussed the public involvement activities: media outreach, website, hotline that will run throughout the project's duration. In reply to a question, Ms. Lynott said "everyone" will be invited to attend the public workshops. Newsletters and media announcements will be distributed prior to the public workshops. A CD Rom, funded by RSTP funds, will be distributed with a questionnaire to stakeholder groups (e.g., civic associations and environmental groups) so they can decide what they think should be considered during the project's prioritization phase.

Ms. Lynott stated that a telephone survey would need 400 completed surveys and the cost would be approximately \$39,500. To break it out evenly among inner, central and outer suburbs, additional completed interviews are needed, costing approximately \$42,500. Focus groups cost \$3,000 each.

NVTa members discussed how best to get a broad-based public opinion, with several members expressing concern that the workshops may not be the most accurate method of gauging general public opinion. Mr. Biesiadny said that the purpose of this exercise is to get a sense of the general public's prioritization of projects. Mr. Canizales added that the CD Rom includes a survey. In reply to a question, he confirmed that the CD Rom would be placed on the Northern Virginia jurisdictions' websites. Del. Frederick stated his support for publicizing the CD Rom and survey on the websites, adding that it seems to be a cost-effective method.

Ms. Vanderhye asked what information is trying to be obtained. Mr. Canizales replied that they want the public to decide the transportation priorities. Ms. Vanderhye added that how the questions are posed is critical, and that outreach is also critical.

Authority members directed Mr. Canizales and Ms. Lynott to return in November with a proposal with the same budget, including a scientific public opinion survey, web-based information, and comments, and some number of workshops that the jurisdictions will organize. They were also urged to think how to obtain public buy-in for the plan implementation.

Mr. Connolly moved deferral. The motion was seconded and unanimously carried. Ms. Vanderhye urged a targeted outreach to the first responders and public safety officials.

7. Interim Technical Committee (ITC) Report

Action Item: *Approval of Comments on Evaluation Criteria for I-66 Planning Study*

Tamara Ashby, VRE staff; and Karen Waterman, PRTC staff, presented the report on public participation in the I-66 study and prioritization of critical issues.

Mr. Zimmerman suggested adding “noise” under the Environmental Impact category, as well as “impacts to rail” under the Existing Right of Way category.

The ITC will submit these criteria to VDOT and participate in a stakeholder meeting at the VDOT district office on October 22. Public workshops will be held October 26 and 27, and an open house in November.

Mr. Connolly expressed concern that meetings should also be held outside the Beltway in order to get the perspectives of commuters outside the Beltway. Mr. McDonald said he will relay this to the VDOT project manager.

Chairman Snyder requested that the complete meeting/workshop schedule be distributed to the Authority and that additional meetings be scheduled in the outlying area, if not already scheduled. He asked that another evaluation criteria covering highways connecting to I-66 and parallel roads be added.

Mr. York moved approval of the evaluation criteria as amended by Messrs. Zimmerman and Snyder. The motion was seconded and carried unanimously.

Information Items:

Update on TIP and CLRP

Mr. Biesiadny reported that the analysis is complete and additional emissions reduction standards will not be needed.

Report on Air Quality and Proposed Changes to MWAQC Structure

Mr. Biesiadny reported that there were only two exceedences this past summer. However, the three years that are critical are 2003, 2004 and 2005, with 2005 being the attainment year for the one-hour SIP. If any of the monitoring stations have four violations of the one-hour standard, the region would be in violation, resulting in implementation of the contingency measures included in the SIP, unless the EPA guidance that the eight-hour standard overrides the one-hour standard is put into effect. To date, the Mt. Vernon monitoring station has three violations.

There have been some representation changes regarding MWAQC: Stafford County will participate only for the one-hour standard as it is not in the region’s eight-hour attainment area; the District has added a disclosure requirement on matters of major concern; it is proposed that the state air person chair the technical committee; and an initiation of a state steering committee composed of representatives of the three state air agencies and three state transportation agencies to initiate and validate activities before they are sent to the governors and mayor of the District for approval to send to EPA.

Report on TEA-21 Reauthorization

Mr. Biesiadny reported that Congress extended the current authorization until May 31, 2005. The new Congress will take this up.

Adjournment

Chairman Snyder adjourned the meeting at 10:06 p.m.