

Northern Virginia Transportation Authority

Summary Minutes
SEPTEMBER 9, 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
Jeffrey Greenfield for
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
Chip Badger for
Jo Anne Sorenson for

Mayor, City of Alexandria
Arlington County Board
Robert Lederer, 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)*
District Administrator, No. Va. District, VDOT *(non-voting member)*

Staff Present

Linda Summerall

NVRC

Call to Order

Chairman Snyder 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.

Approval of Minutes

Mr. Zimmerman moved approval of the minutes of the July 8, 2004, meeting. The motion was seconded and carried unanimously.

Chairman Snyder read a letter received today from Secretary Clement explaining that the I-66 EIS will be delayed in order to fully consider congestion pricing and HOT lanes. VDOT and VDRPT will make a joint recommendation to the Commonwealth Transportation Board by the end of the year, and that recommendation will be shared with NVTA.

Presentation: I-66 Inside the Beltway Feasibility Study

Theresa DeFore, VDOT Project Manager, reviewed the feasibility study of easing congestion on the 6.5 mile westbound section of I-66 from the Rosslyn tunnel to the exit for the Dulles Toll Road/Airport Access Highway. The study began July 1, 2004.

The study begins with four preliminary concepts:

- "No Build" option
- Transit options
- HOV/ HOT Lane options

- Roadway widening options — which would include additional lanes for either transit, HOV, HOT, or general purpose use.

In reply to Mr. Mitchel's inquiry, Ms. DeFore confirmed that the study is fully paid for with federal funding, and she expects the study to be completed in February.

Marie Travesky of Travesky & Associates reviewed the community involvement phase. Community is defined as citizens/citizen groups, businesses and transit providers in the affected corridor.

Mr. Zimmerman asked about managed lanes and was told this would be looked at both with widening and without widening. Ms. DeFore said HOV implementation can be looked at, and all types of transit will be evaluated. Mr. Zimmerman noted it might be helpful to look at the impact of extending rail from West Falls Church to Whiele Avenue; can existing services and facilities in the corridor be improved? Concerning evaluation criteria, Mr. Zimmerman asked how the effect of induced traffic — both morning westbound and evening eastbound — will be measured. The engineering consultant replied that data will be gathered for the entire system, transportation, the parallel and SOV routes.

Mr. Zimmerman asked about the results of a state study on lane reversal for emergency evacuation. One of the Parsons Transportation representatives said the eastbound ramps would require sustained retrofitting and there were problems with right-of-way displacement.

Chairman Snyder said he is interested in the origin destination data, which will drive many of the decisions. The engineering representative confirmed that this information will be gathered and studied.

Ms. Vanderhye suggested that the consultants tell the public why the study is being done and what the costs of the various options are.

Discussion of Regional Blue Ribbon Panel on Dedicated Funding for Metro

Chairman Snyder noted that the Authority's call for a regional blue ribbon panel received a favorable editorial in *The Washington Post*. MWCOG formally adopted the idea yesterday [9/8/04]. Mr. Connolly reported the panel will consist of 13 persons with a knowledge of and background in transit, public finance or economics, or political science, who are not elected officials of a compact jurisdiction or local government served by WMATA. The panel will issue its report by December 15, 2004.

Chairman Snyder added that an NVTC study on the failed Northern Virginia tax referendum showed that citizens in the inner jurisdictions were favorably inclined towards increased funding for Metro.

Interim Technical Committee Report

A. Action Items

i. *Approval of Testimony for CTB Public Hearings on Six-Year Improvement Plan*

Mr. Biesiadny reported this will be presented at a video conference on September 22 at VDOT's Northern District office, and invited the members' comments on the proposed testimony.

Mr. Connaughton requested an additional slide explaining "imported workers." He added that the Prince William Board of County Supervisors was recently briefed on its demographics, which show the county's population at 400,000 in 2009 instead of 2020, meaning the county's entire CIP is essentially ten years off. Mr. Connolly pointed out the projected increasing gap between employment and housing in the area, especially Northern Virginia.

Following up on Mr. Mitchel's observation, Mr. Zimmerman suggested using graphs to show several years of reduced funding for VDOT's Six-Year Plan.

Mr. Mitchel asked if the Authority would support public-private partnerships. After thoroughly discussing the pros and cons, the members agreed to add the following two bullets:

- "The NVTa welcomes the opportunity to address our funding shortfalls with creative partnerships and financial arrangements and looks to the state to respond favorably to our initiatives."
- "To adopt and apply modern technology and capability."

Mr. Mitchel abstained from voting.

ii. *Approval of Public Participation Process for Regional Transportation Plan Update*

Mr. Biesiadny reported the contract was signed yesterday [9/8/04]. The Interim Technical Committee will provide the Authority with a detailed project schedule and presentation next month.

Mr. Connolly suggesting choosing a venue that can hold several hundred people for the public hearing, adding that a survey should be performed as well.

iii. *Approval of Comments on the VTRANS 2025 Study*

Mr. Biesiadny reported that two public hearings were held in Northern Virginia in July. The study team has released a draft statewide multi-modal, long-range plan. The purpose of VTRANS 2025 is to look at project priorities across modes: highways, ports and airports as well as bicycle and pedestrian. There are eleven multi-modal districts throughout Virginia, one of which is Northern Virginia.

Mr. Zimmerman moved that the Authority send the letter as drafted to Judy Connolly outlining its comments on the VTRANS 2025 Study. The motion was seconded and passed, with Mr. Mitchel abstaining.

B. Information Items

i. *Initial Discussion of 2005 Legislative Program*

Mr. Biesiadny reported that the committee took last year's legislative program, made the appropriate updates, and added funding for Metro matters as well as additional transit funds for emergency preparedness.

Authority members were asked to relay any comments to Mr. Biesiadny. The Authority will adopt this document at its November 11 meeting.

ii. *Review of TIP Amendments*

Mr. Biesiadny briefly reviewed the TIP amendments as distributed.

iii. *Report on the TIP and CLRP Development*

Mr. Biesiadny briefly reviewed the TIP and CLRP as distributed.

iv. *Report on Air Quality*

The metropolitan Washington area is moving to a new 8-hour ground level ozone standard and must be in compliance with regulations by 2010. MWAQC will submit a new SIP by 2008.

A new state steering committee may be added that would sign off on the SIP before submission to FHWA. Mr. Connolly expressed concern that this change would reduce local input in this process. Mr. Biesiadny concurred that this change could be significant, and it was thoroughly

discussed at MWAQC's July meeting, to be continued this month. MWAQC is working out its concerns with the states.

The Authority agreed to discuss this next month.

v. Report on TEA-21 Reauthorization

Mr. Biesiadny reported that the U.S. House and Senate approved versions of the bill, with the House funding at \$275 billion over six years, the Senate bill at \$318 billion, and the administration seeking a \$256 billion bill. Subsequently, the administration appears to have agreed to the \$275 billion House figure. Policy issues need to be worked out, and it is likely that the current authorization will be extended again until at least November and possibly until after the new Congress takes office in January 2005.

Other Business

Chairman Snyder said he would like the Authority to recognize past Chairman Kenny Klinge's contributions at the October meeting.

Adjournment

There being no further business, Chairman Snyder adjourned the meeting at 9:50 p.m.