

NORTHERN VIRGINIA REGIONAL COMMISSION

Minutes of the Commission Meeting Held Thursday, April 24, 2014

COMMISSIONERS

(The names of those members present are highlighted.)

Hon. Sharon Bulova	<i>County of Fairfax</i>
Hon. Peter Candland	<i>County of Prince William</i>
Hon. Janet Clarke	<i>County of Loudoun</i>
Hon. John C. Cook	<i>County of Fairfax</i>
Hon. Laurie DiRocco	<i>Town of Vienna</i>
Hon. Jay Fissette	<i>County of Arlington</i>
Hon. Gerald M. Foreman II	<i>Town of Dumfries</i>
Hon. Libby Garvey	<i>County of Arlington</i>
Hon. Penelope A. Gross, NVRC Vice Chairman	<i>County of Fairfax</i>
Hon. Pat Herrity	<i>County of Fairfax</i>
Hon. Catherine Hudgins	<i>County of Fairfax</i>
Hon. Frank Jones	<i>City of Manassas Park</i>
Hon. Robert W. Lazaro, Jr., NVRC Chairman	<i>Town of Purcellville</i>
Hon. Fernando "Marty" Martinez	<i>Town of Leesburg</i>
Hon. Jeffrey C. McKay (arriving 7:50 p.m.)	<i>County of Fairfax</i>
Hon. Lisa C. Merkel	<i>Town of Herndon</i>
Hon. Martin E. Nohe (arriving 8:46 p.m.)	<i>County of Prince William</i>
Hon. Harry J. Parrish II	<i>City of Manassas</i>
Hon. Redella S. Pepper, <i>NVRC Treasurer</i>	<i>City of Alexandria</i>
Hon. Frank J. Principi	<i>County of Prince William</i>
Hon. R. Scott Silverthorne	<i>City of Fairfax</i>
Hon. Paul C. Smedberg	<i>City of Alexandria</i>
Hon. Linda Smyth	<i>County of Fairfax</i>
Hon. David Tarter	<i>City of Falls Church</i>
Hon. Scott K. York	<i>County of Loudoun</i>

STAFF PRESENT

G. Mark Gibb	<i>Executive Director</i>
Linda M. Tenney	<i>Deputy Director</i>
Dale Medearis	<i>Sr. Environmental Planner</i>
David Schwengel	<i>Director, Regional Business Planning</i>
Michelle Simmons	<i>Director, Human Services</i>
Debbie Spiliotopoulos	<i>Sr. Environmental Planner</i>
Aimee Vosper	<i>Director, Planning and Environmental Services</i>
Sarah Ancilotto	<i>Intern</i>
Guillaume Laurent	<i>Intern</i>

OTHERS PRESENT

Bruce Bennett	<i>Hunter Mill Traffic Calming Committee</i>
Kate Boyle	<i>Fairfax Co. legislative staff</i>
Don Briggs	<i>National Park Service</i>
Michael Cooper	<i>Metropolitan Washington Airports Authority</i>
Keith Meurlin	<i>Washington Airports Task Force</i>
David Mould	<i>Metropolitan Washington Airports Authority</i>
John E. Potter	<i>Metropolitan Washington Airports Authority</i>
Sue Rowland	<i>NVRC Legislative Liaison; SR Consulting, Inc.</i>
Carol Welti	<i>Washington Airports Task Force</i>
Robert Whitfield	<i>Dulles Corridor Users Group</i>

SUBJECT TO APPROVAL

CALL TO ORDER	Chairman Lazaro called the meeting to order at 7:39 p.m.
PLEDGE OF ALLEGIANCE	The Pledge of Allegiance was recited by all present.
ROLL CALL	The roll was called and all members present or absent were noted for the record.
MINUTES	Commissioner Gross moved approval of the minutes of the Commission meeting of March 27, 2014. The motion was seconded by Commissioner York and carried unanimously.
INTRODUCTION OF INTERNS	Mr. Gibb introduced Sarah Ancilotto and Guillaume Laurent, both from France, who will be spending the next five months studying “sustainable cities” and the relationship between land use and transportation. They will divide their time between the French Embassy and NVRC. Their internships are a direct outgrowth of the joint declaration signed with France.
DULLES AIRPORT IMPACT ANALYSIS AND THE NEED TO PARTNER WITH NORTHERN VIRGINIA LOCAL GOVERNMENTS	<p>Chairman Lazaro welcomed Mr. Jack Potter, President and CEO of the Metropolitan Washington Airports Authority (MWAA), which is responsible for the operation and maintenance of the two Federal airports: Ronald Reagan Washington National Airport and Washington Dulles International Airport.</p> <p>Mr. Potter said there have been numerous changes in recent years. He referred to printed material provided at the table and commented on the figures presented to describe the thousands of jobs and billions of dollars that the airports contribute to the metropolitan Washington and Virginia economies.</p> <p>In distinguishing between the two airports, Mr. Potter further explained:</p> <ul style="list-style-type: none">• Passenger activity at Reagan has been growing faster than at Dulles• Two major factors have led to this situation: airline mergers, and Congressional action that has expanded the geographic perimeter of Reagan’s service area• The result has been that number of passengers using Reagan has expanded, while the debt from earlier capital investments in Dulles, and its loss of passengers, negatively impact Dulles’ competitive position and the economic condition of the surrounding area• The cost per enplaned passenger at Dulles approaches \$30 – similar to the NY airports• The cost per enplaned passenger at Reagan is approximately \$13 – comparable to O’Hare (\$12-\$15) and only slightly higher than Houston (\$8) <p>MWAA’s response to the challenge of improving Dulles’ competitive position:</p> <ul style="list-style-type: none">• Ask Congress to stop expansion at Reagan; partner with citizen groups concerned about noise• Use the FAA reauthorization bill coming up in 2015 as another opportunity to influence allocation of slots to respective airports, definition of airport perimeters• Retain/grow existing Dulles carrier activity• Attract more international passengers, in partnership with DC and the Commonwealth• Attract low-cost carriers• Increase cargo traffic• Increase non-aviation revenue by developing a high-end hotel on airport property (profits from any revenue source other than the airlines – e.g., parking, concessions, luggage, office rents – can offset costs at Dulles)• Support transportation projects (roads, bus service) that improve access, ease congestion• Strive to have more balance between airport assets and costs in negotiating the use and lease agreements, which are governed by federal law

- Reduce costs for debt service by refinancing; control cost of operations

questions and answers

Commissioner Gross: What is the bond rating at Dulles?

Mr. Potter: AA or A+, the upper echelon of rated airports in country

Commissioner Gross: Are there other examples of authorities like MWAA operating more than one airport?

Mr. Potter: The Port Authority of New York operates Newark, LaGuardia, and JFK; in Chicago, a city authority operates O'Hare and Midway; in Houston, Hobby and Bush are operated by one entity.

Mr. Potter: Part of MWAA's challenge is distinguishing between our airports and other airports. Our airports are part of a Federal lease that mandated investment in Dulles in spite of federal action to grow Reagan. We need to ask the Federal government to help fix the problem.

Commissioner York: Loudoun County has been engaged in discussions with the Virginia Department of Transportation about a western corridor that could help the airport. Two different alignments have been considered. When might a road being built on airport property to connect such a road for cargo and passengers with the terminal area?

Mr. Potter: Decades. It would be better in the short run to establish a northern crossing of the Potomac River for the passenger base in Montgomery County, Maryland and relieve traffic on the American Legion Bridge, a real impediment during rush hours. Any improvements to access would be welcome.

Commissioner Hudgins: It is often noted that in United States there is very little airport-transit connections. To what extent have we fueled the idea that passengers are expected to use automobiles to get to an airport?

Mr. Potter: This is changing. People are aware of the successes in Europe connecting the airport to downtown by train. Los Angeles and JFK are moving in this direction. Reagan is the number one US airport in country for passengers using transit (19%; in Europe it is around 40%. Dulles won't benefit from this in short term.

Commissioner Hudgins: There is a good connection to train service at Reagan, but not as good connections at the airports for garage users.

Mr. Potter: We need to improve their convenience, while being respectful of protected areas.

Commissioner Garvey: Ground transportation can be expensive, and the shuttle is not very convenient – lots of stops.

Mr. Potter: Services like Uber and Green Tomato may be a solution that can complement taxi and shuttle service. Shuttle may be the most reasonable option for people not paying for taxi service.

Commissioner York: Of total revenue, how much is derived from retail businesses at the airport?

Mr. Potter: Probably less than 10%.

Commissioner York: It might be good if MWAA will include development of retail as part of a future plan, given successes at airports like Munich, which derives 65% of its revenue

from retail.

Mr. Potter: Space is a factor. MWAA will be re-competing concessions soon. Evidence shows that food and news are most in demand, and of food, coffee is number one. There is a plan to attract higher-end retailers (e.g., Coach, Estee Lauder) to the B Terminal.

Mr. Gibb: How can NVRC help?

Mr. Potter: Join forces with the Washington Area Task Force, which is soliciting support from businesses to keep carriers at Dulles, and to attract carriers by selling them on attributes of the region. Encourage the Congressional delegation to protect Dulles by not allowing Reagan to grow. Encourage Richmond to stay active with MWAA growing passenger traffic. Understand that MWAA's development of airport land is not meant to compete with or harm the surrounding area, but to keep the airport competitive.

Commissioner York: Commissioners Bulova and York and Mr. Gibb have been working with Mr. Potter to hold a conference on Dulles' challenges and how to unite region on going forward. This regional meeting will be on June 2, location to be announced.

Chairman Lazaro thanked Mr. Potter for his presentation.

POTOMAC
HERITAGE
NATIONAL SCENIC
TRAIL UPDATE

Chairman Lazaro introduced Don Briggs, Superintendent of the Potomac Heritage National Scenic Trail (PHNST) of the National Park Service.

Mr. Briggs acknowledged that the Commission recently had had a presentation on Journey Through Hallowed Ground, which is Congressionally-designated national heritage area, a scenic byway – primarily a driving experience. It is coordinated by a non-governmental organization. There really is no national heritage area program; usually programs come through Congress or they are created at the state level.

The PHNST is an amendment to the National Trail System Act. It is one of 11 scenic trails in the nation and one of the four categories. The other three are: national historic trails, connecting trails; and national recreation trails. Historic and scenic trails are designated by Congress; the other two by the Secretary.

NVRC has been involved with the PHNST for the past 15 years. Examples of NVRC's early published work were shown, including one from 1995 addressing a public access plan. This initiated the contemporary interest in the PHNST. An NVRC-produced brochure explains the concept of the PHNST and its many dimensions: education, transportation, outdoor recreation, heritage tourism. Other documents included a 2006 management plan, and two gap analyses. In addition, NVRC has organized a number of workshops and meetings. NVRC staff has been available to provide local jurisdictions with sustained support.

Outdoor recreation opportunities in this region are important as a feature of the region as much as the significance of all the historic resources here. Some statistics: The outdoor recreation industry is valued at \$646 billion nationally. In Virginia, the outdoor industry associations estimate the value at \$13.6 billion, with 138,000 jobs and \$923 million in state and local tax revenue.

According to the 2013 Virginia Outdoors Plan, surveys conducted in 2006-2011 indicated the most popular outdoor activities are walking for pleasure and visiting historic sites, parks, and natural areas. These all are represented in the PHNST concept.

Needs, according to the Virginia Outdoors Plan, include trails for walking and hiking, trails for biking, natural areas, access to water, trails for wildlife watching, provisions for outdoor

sports. The PHNST is a means to help address these needs and for making tangible and thematic connections.

At the National Park Service, Mr. Briggs is the only full-time staff person promoting coordination, providing technical assistance, some facilitation, and a little financial assistance; trying to promote the national significance of the network as a whole; and creating relationships among local jurisdictions, regional entities, state agencies and others.

Issues: trying to keep continuity throughout the whole trail network and coordinating the different stakeholders.

Mr. Gibb expressed appreciation to Mr. Briggs for his support and service as champion of the PHNST, but observed that there are still gaps, and a need for help from the jurisdictions in making connections among trail segments. It is a significant project for region.

questions and answers

Commissioner Gross: Are the Riverkeepers involved in this?

Mr. Briggs: The Potomac Riverkeepers are more involved in the tidal Potomac, which is an area that may need to be treated differently from everything else.

Commissioner Gross: Have the Soil and Water Conservation Districts been involved?

Mr. Briggs: Some have been involved and perhaps more should be.

Commissioner Garvey: How is the Journey Through Hallowed Ground related to the PHNST?

Mr. Briggs: They are very different but cross at Harpers Ferry. The Journey Through Hallowed Ground is not a trail; it is a corridor traveled by car.

Commissioners York and McKay asked for clarification on the status of several specific areas depicted on NVRC's PHNST brochure.

Mr. Briggs provided explanations on these matters, but encouraged Commissioners to check also with the local staff for details. He also noted that a Memorandum of Understanding is being reviewed by the National Park Service, Fort Belvoir, NVRC and the National Capital Planning Commission, which will provided the foundation for a collaborative assessment of final trail alignment in some areas.

Chairman Lazaro thanked Mr. Briggs for his briefing.

CONSENT AGENDA

- A. Financial Reports for January, February and March 2014
- B. Resolution No. P14-27: *Authorization to Sign an Memorandum of Understanding with the National Park Service, National Capital Planning Commission, and Department of the Army to Cooperate and Collaborate on the Development of the Potomac Heritage National Scenic Trail in Virginia between Old Mill Road and Pohick Regional Park in Fairfax County, Virginia*
- C. Resolution No. P14-28: *Authorization to Sign and Promote a Memorandum of Understanding with the National Park Service, Northern Virginia Jurisdictions and Other Stakeholders to Provide Technical Assistance in the Development of the Potomac Heritage National Scenic Trail in Virginia*

Commissioner Martinez moved approval of the items on the Consent Agenda. The motion was seconded and carried unanimously.

EXECUTIVE
DIRECTOR'S
REPORT

Printed copies of the report were distributed, reporting on the following:

- Ryan White/Affordable Care Act
- Community / Military Partnership
- M-495 Potomac River Commuter Ferry
- International Learning
- Home Performance with Energy Star Program
- Northern Virginia Native Plant Campaign
- NVRC Presentations
- Trail Coordination

CHAIRMAN'S
REPORT

Chairman Lazaro provided a brief update on the work of the Workforce Task Force and pointed to a results summary in the meeting package. Announced upcoming meeting with White House staff on May 1, to be followed the same day by a meeting with Senators Warner and Kane. Task Force members will provide further updates at the May Commission meeting.

APPOINTMENT
OF NOMINATING
COMMITTEE

Chairman Lazaro appointed the Nominating Committee as follows:

Commissioner Cook
Commissioner Smedberg
Commissioner Nohe
Commissioner McKay
Commissioner Foreman
Commissioner York
Commissioner Bulova
Commissioner Nohe is appointed to serve as Chairman.

LEGISLATIVE
COMMITTEE
REPORT

Commissioner Cook referred to NVRC's Legislative Liaison, Sue Rowland. Ms. Rowland reported on the outcomes of the "veto session" and on other highlights and unresolved controversies. Planning district commission funding most likely will be the same as the current year; however, until a budget is passed, there is no final decision on this.

ADJOURNMENT

Chairman Lazaro adjourned the meeting at 9:00 p.m.

Respectfully submitted:

G. Mark Gibb
Executive Director

Approved by:

Robert W. Lazaro, Jr.
Chairman