

Fairfax County Federation of Citizens Associations
Membership Meeting of May 15, 2003
DRAFT MINUTES

The meeting of FCFCA was held at the Packard Center at 7:30 p.m. (Attendance list is attached.) President Art Wells introduced Mr. Thomas M. Hirst, President, Rapid Transit Action Committee.

Program – Mr. Hirst made his presentation on the Status of Bus Rapid Transit (BRT) for the Dulles Corridor. He defined BRT as a railcar with rubber tires that could run on pavement with all the amenities of rail but also all the adaptive reuse of the existing transportation infrastructure. The amenities would be those of the rail stations such as fast boarding, ADA compliant, fare cards but instead of a rail line there would be a dedicated lane for the movement of passengers.

The cost of rail to Dulles is estimated right now to be \$4 billion for the 24 mile stretch. The studies alone, on what to do at this stretch of road in Virginia, have exceeded \$20M. The impact of traffic congestion is getting worse and the State has no money to spend on large transportation issues. The funding will require doubling tolls on Dulles Road, a special tax in Fairfax and an increase in the BPOL tax in Loudoun.

The alternative is available. BRT has been used in Los Angeles, Miami/Dade, Houston, Charlotte, New Zealand, Australia and Brazil. The cost of BRT is estimated at \$400M for the same 24 miles and could be implemented right away because the infrastructure is available.

The BRT meets the Evaluation Criteria and Performance Measures for new starts proposals which are mobility improvements, environmental benefits, operating efficiencies, cost effective, transit-supportive land use, local policies, and local financial commitment.

The rail to Dulles plan continues to require that the Federal Government supply more than 50 percent of the transportation dollars. Competition for these funds is very severe. Members in the audience did challenge the speaker on the cost comparisons of cost per rider between DEIS and BRT of \$46,000 vs. \$8,200. They did not believe that the disparity was that great and that DEIS would in the end come in close to the cost of BRT. The EIS for the Dulles rail will be finished at the end of summer and this hopefully will provide a record of decision from the Federal Transit Administration to proceed to the preliminary engineering phase. The Northern Virginia Congressional Delegation has gotten behind putting in the reauthorization act which is going to happen this year. The Delegation has agreed to go in for \$100M each year for six years and they expect to go back for a second reauthorization which would give the rail the \$1.2B they need.

The Fairfax Federation is on record as supporting rail to Dulles.

Business Meeting.

- a. The minutes of the March 27, 2003 and April 24, 2003 Membership Meeting were moved, seconded and approved as published.

b. C. Dane presented The Proposed Resolution on the Legislative Tax Code Study Committee in response to the 2002 General Assembly approval of HJR 60 continuing a Joint Subcommittee to study and revise Virginia's State Tax Code. W. Hanks then proposed an amendment to the Tax Reform Resolution to repeal all existing taxing authorities at the state and local level. After discussion of the amendment, it was defeated. The Proposed Resolution on the Legislative Tax Code passed with the bracketed phrase on page 3 omitted.

c. C. Dane presented the proposed FY04 Budget for The Federation. The budget depends on doubling the membership. A motion was made and seconded to accept the budget for FY04.

d. The nominations for Federation officers for the years 2003 and 2004 were presented by W. Hanks

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| Carol Hawn | President |
| Mike Tobias | 1 st Vice President |
| John Jenson | 2 nd Vice President |
| Dolores Moseke | Recording Secretary |
| Jean Packard | Corresponding Secretary |
| Jeffrey Parnes | Treasurer |

There were no nominations from the floor and the individuals were elected unanimously.

New business:

There was a discussion of the possible placement of a baseball stadium at the Engineer Proving Ground near Springfield, Virginia. The West Springfield Civic Association has taken a position opposing this site. Although the Board of Supervisors voted unanimously on July 23, 2001 to remove this option from the Comprehensive Plan, the Virginia Baseball Stadium Authority continues to pursue this site as an option. The Federation took a position two years ago to approve baseball in the Metro area as long as there was no public funding.

Next Meeting:

Thursday, June 19, 2003 – James E. Sydnor, Director, Office of Air Quality and Planning

Meeting adjourned at 9:10 p.m.

Addendum:

BRT for the Dulles Corridor
Proposed Resolution Legislative Tax Code Study Committee
Proposed amendment to Tax Reform Resolution
Proposed FY 04 Budget for Fairfax County Federation