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HOUSE JOINT RESOLUTION NO. 154

Offered January 24, 2000

Establishing the Virginia-Maryland-District of Columbia Joint Legislative Commission on Interstate Transportation to advise the General Assembly and the Governor on efforts to address interstate transportation issues in the Metropolitan Washington Region.

Patron—Callahan

Referred to Committee on Rules

WHEREAS, residents in the Metropolitan Washington Region, particularly those in Northern Virginia and suburban Maryland, face the second longest daily commutes in the United States, with only Los Angeles area residents spending more time each day commuting to work; and

WHEREAS, residents in the Metropolitan Washington Region have the highest per-capita income lost due to transportation gridlock and pay nearly \$1,260 per-capita in congestion costs due to the effects of traffic congestion; and

WHEREAS, by the year 2020, trips to or from work will increase by 2.5 million per day, for a total of 6.1 million trips per day, with suburb-to-suburb work trips accounting for three of every four work trips; and

WHEREAS, by the year 2020, traffic volumes across existing bridges in the Metropolitan Washington Region will carry more than 400,000 trips above design capacity each day, yet Virginia and Maryland have had difficulty agreeing on new or expanded bridge crossings in the region; and

WHEREAS, key transportation improvements in the Metropolitan Washington Region, including new and expanded bridge crossings, transit expansions, and the enhancement of the regional road network, are interstate in nature and will require cooperation among officials from Virginia, Maryland, and the District of Columbia; and

WHEREAS, Congress currently is considering legislation to improve regional cooperation among Virginia, Maryland, and the District of Columbia on regional transportation issues; and

WHEREAS, such legislation can be effective only with the support of the General Assemblies of both Virginia and Maryland; and

WHEREAS, although there is frequent and beneficial coordination among executive branch officials and local government officials in Virginia, Maryland and the District of Columbia, greater participation of state legislative leaders in these jurisdictions is needed to ensure improved transportation and mobility for residents of the Metropolitan Washington Region, particularly residents of Northern Virginia and suburban Maryland; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That a Virginia-Maryland-District of Columbia Joint Legislative Commission on Interstate Transportation be established. The Commission shall be composed of the Secretary of Transportation, two members of the Appropriations Committee of the House of Delegates, two members of the Transportation Committee of the House of Delegates, two members of the Finance Committee of the House of Delegates, two members of the Senate Transportation Committee, and two members of the Senate Finance Committee. The representatives from each Committee shall be determined by the Chairman of the Committee and may be the Chairman or his designee, but shall be selected from a district within Planning District 8. There shall be an equal number of representatives from Maryland, and they shall be selected by the President of the Maryland Senate and Speaker of the Maryland House of Delegates, consistent with the appointment procedures of the Maryland General Assembly. The Commission shall elect two co-chairmen from its members, one each from Virginia and Maryland. The Commission shall request the Mayor of the District of Columbia to designate the appropriate Cabinet- or Department-level official to represent the Mayor's Office and the Chairman of the Council of the District of Columbia to designate two Council members to represent the council on the Commission; and, be it

FURTHER RESOLVED, That the members of the Commission shall work cooperatively to identify opportunities for and barriers to improved transportation links between the two states and the District of Columbia, including, but not necessarily limited to, new or expanded bridge crossings and transit services. The Commission shall avoid duplication of effort with existing public bodies, including the Transportation Planning Board for the National Capital Area. The co-chairmen of the Commission may, in their discretion, appoint a citizen advisory committee comprised of representatives of area local governments, local chambers of commerce and related business groups, AAA Potomac, citizens associations, and environmental organizations. The Virginia Department of Transportation, in cooperation with the Maryland Department of Transportation, shall provide staff support for the Commission's work.

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60 The direct costs of this study shall not exceed \$ 12,500.

61 The Commission shall complete its work in time to submit its findings and recommendations to the
62 Governor and the 2001 Session of the respective General Assemblies, as well as the Mayor and Council
63 of the District of Columbia as provided in the procedures of the Division of Legislative Automated
64 Systems for the processing of legislative documents.

65 Implementation of this resolution is subject to subsequent approval and certification by the Joint
66 Rules Committee. The Committee may withhold expenditures or delay the period for the conduct of the
67 study.