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SENATE JOINT RESOLUTION NO. 186

Offered January 26, 1998

Establishing a joint subcommittee to study short-term and intermediate-term mass transit solutions in the Dulles Toll Road/Dulles Greenway Corridor.

Patrons—Mims and Howell; Delegates: Devolites, May, McClure and O'Brien

Referred to the Committee on Rules

WHEREAS, growth in population, business activity, and motor vehicle traffic within and through the Dulles Toll Road/Dulles Greenway Corridor continues at a considerable and ever-accelerating pace; and

WHEREAS, continued robust growth threatens the viability of the Corridor as increasing traffic congestion makes movement of people and goods increasingly difficult and time-consuming; and

WHEREAS, one means of reducing congestion within the Corridor lies in providing increased mass transit within and through it; and

WHEREAS, in the long term, rail systems may offer the optimum solution to the Corridor's mass transit needs; and

WHEREAS, until rail-based mass transit can be provided, buses and other nonfixed-guideway forms of mass transit may offer the best short-term and intermediate-term solutions to the mass transit needs of the Dulles Toll Road/Dulles Greenway Corridor; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That a joint subcommittee be established to study short-term and intermediate-term mass transit solutions in the Dulles Toll Road/Dulles Greenway Corridor. The joint subcommittee shall be composed of nine members: three members of the House of Delegates, to be appointed by the Speaker; two members of the Senate, to be appointed by the Senate Committee on Privileges and Elections; and one member to be appointed by the Secretary of Transportation, one member to be appointed by the Loudoun County Board of Supervisors, one member to be appointed by the Fairfax County Board of Supervisors, and one member to be appointed by Congressman Frank R. Wolf, all members being full, voting members.

In conducting its study, the joint subcommittee shall study existing forms of mass transit serving the Dulles Toll Road/Dulles Greenway Corridor and consider what short-term and intermediate-term solutions to the mass transit needs of the Corridor are desirable and feasible until such time as rail-based mass transit service can be provided.

The direct costs of this study shall not exceed \$ 6,250.

The joint subcommittee shall complete its work in time to submit its findings and recommendations to the Governor and the 1999 Session of the General Assembly as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents.

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

INTRODUCED

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