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2001 Regular Session (1lr1370)

ENROLLED BILL

-- Commerce and Government Matters/Finance --

Introduced by Delegates Taylor, Hurson, Dewberry, Busch, Doory, Harrison,
Hixson, Howard, Kopp, Menes, Rosenberg, Vallario, and Wood Wood, W.
Baker, Bozman, Bronrott, Brown, Burns, Cadden, Carlson, Cole,
Conway, D'Amato, DeCarlo, Frush, Giannetti, Goldwater, Hecht, James,
A. Jones, V. Jones, Kirk, Love, McIntosh, Moe, Morhaim,
Nathan-Pulliam, Patterson, Pendergrass, Pitkin, Riley, Rosso, Shriver,
and Stern

to aviation; requesting the Speaker of the House, the President of the Senate

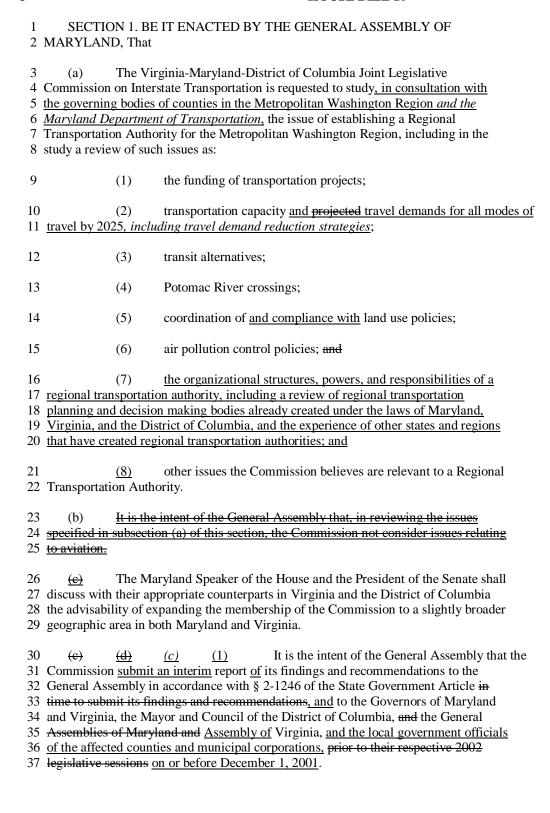
and their Virginia and District of Columbia counterparts to consider a certain expansion of the Commission; requesting the Commission to submit a certain

Read and Examined by Proofreaders: Proofreader. Proofreader. Sealed with the Great Seal and presented to the Governor, for his approval this _____ day of _____ at _____ o'clock, ____M. Speaker. CHAPTER____ 1 AN ACT concerning 2 Virginia-Maryland-District of Columbia Joint Legislative Commission on 3 **Interstate Transportation - Regional Transportation Authority Study** FOR the purpose of requesting the Virginia-Maryland-District of Columbia Joint 4 Legislative Commission on Interstate Transportation to study, in consultation 5 with certain governing bodies and the Maryland Department of Transportation, 6 the issue of establishing a Regional Transportation Authority; expressing the 7 intent of the General Assembly that the Commission not consider issues relating 8

- 1 reports on or before a certain date certain dates; and generally relating to
- the Virginia-Maryland-District of Columbia Joint Legislative Commission on
- 3 Interstate Transportation.

4 Preamble

- 5 WHEREAS, Residents in the Metropolitan Washington Region, particularly
- 6 those in Northern Virginia and suburban Maryland, face the second longest daily
- 7 commutes in the United States, with only Los Angeles area residents spending more
- 8 time each day commuting to work; and
- 9 WHEREAS, Residents in the Metropolitan Washington Region have the highest
- 10 per capita income lost because of transportation gridlock and pay nearly \$1,260 per
- 11 year in higher consumer prices because of the effects of traffic congestion; and
- 12 WHEREAS, By the year 2020, trips to or from work will increase by 2.5 million
- 13 per day, for a total of 6.1 million trips per day with suburb-to-suburb work trips
- 14 accounting for 3 of every 4 work trips; and
- WHEREAS, Trips to and from work comprise only 25% of all daily trips in the
- 16 Metropolitan Region; and
- WHEREAS, By the year 2025, the total increase in daily work and nonwork
- 18 trips in the Washington Metropolitan Region will increase by 38%, from
- 19 approximately 12.8 million trips per day to approximately 17.6 million trips per day,
- 20 yet according to currently adopted regional long range plans, highway lane miles will
- 21 increase by only 13% over the same period, from approximately 12,500 to
- 22 approximately 14,100 lane miles, leaving a much greater gap between projected
- 23 demand and available capacity than exists today, according to the Metropolitan
- 24 Washington Area Council of Governments; and
- 25 WHEREAS, By the year 2020, traffic volumes across existing bridges in the
- 26 Metropolitan Washington Region will earry increase to more than 400,000 trips above
- 27 design capacity each day, yet Virginia, Maryland, and the District of Columbia have
- 28 had difficulty coordinating long term regional transportation and related growth
- 29 policies; and
- WHEREAS, Although there is frequent and beneficial coordination among
- 31 executive branch officials and local government officials in Maryland, Virginia, and
- 32 the District of Columbia, a more formal structure for coordinating transportation
- 33 solutions may be beneficial in improving transportation and mobility for residents of
- 34 the Metropolitan Washington Region, particularly residents of Northern Virginia and
- 35 suburban Maryland; and
- 36 WHEREAS, Because of the increasing amount of commuter traffic between the
- 37 Metropolitan Washington Region and Baltimore, discussions of a Regional
- 38 Transportation Authority would be aided on the Maryland side by the addition of a
- 39 House and Senate representative from the Baltimore area; now, therefore,



HOUSE BILL 10

- 1 (2) <u>It is the intent of the General Assembly that the Commission submit</u>
- 2 <u>a final report of its findings and recommendations to the General Assembly in</u>
- 3 accordance with § 2-1246 of the State Government Article, and to the Governors of
- 4 Maryland and Virginia, the Mayor and Council of the District of Columbia, the
- 5 General Assembly of Virginia, and the local government officials of the affected
- 6 counties and municipal corporations, on or before December 1, 2002.
- 7 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
- 8 October June 1, 2001.