

Governance And Personnel Committee Meeting

Thursday, November 13, 2025

6:15 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting will be held in person and accessible via YouTube.

AGENDA

1. Call to Order

Phyllis Randall, Chair

Action Items

2. Approval of October 9, 2025, Meeting Summary

Phyllis Randall, Chair

Recommended Action: Approval of October 9, 2025, Meeting Summary

Discussion/Information Items

3. Discussion of the Draft 2026 Legislative Priorities

Ms. Backmon, Chief Executive Officer

Ms. Tracy Baynard, Senior Vice President, McGuireWoods Consulting, LLC

Closed Session

(If necessary)

4. Adjournment

Phyllis Randall, Chair

Correspondence

(Presented as needed)

Next Meeting:

Thursday, December 11, 2025

6:15 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, October 9, 2025

6:15 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

This meeting was held in person and livestreamed via YouTube.

SUMMARY OF MINUTES

1. Call to Order

- ✓ Chair Randall called the Governance and Personnel Committee (GPC) meeting to order at 6:27 p.m.
- ✓ Attendees:
 - Members: Chair Randall, Mayor Davis-Younger, Delegate Sewell, Mayor Read, and Chair Jefferson
 - Staff: Monica Backmon (CEO), Michael Longhi (CFO), Lu Han (Comptroller), Gary Armstrong (Senior Accountant)
 - Other Attendees: Council Member David Synder (City of Falls Church), Daniel Robinson (Fairfax County), Tracy Baynard (McGuire Woods, LLC), Kate Mattice (NVTC)

Action Items

2. Approval of September 11, 2025, Meeting Summary Minutes

Chair Randall

- ✓ On a motion by Chair Randall, seconded by Chair Jefferson, the Summary Meeting Minutes of September 11, 2025, were approved unanimously.

Discussion Items

3. 2026 Legislative Priorities & Revised SB896 (Ebbin)

Ms. Baynard

- ✓ Ms. Baynard discussed the legislative priorities for the upcoming General Assembly session. Proposals are summarized below:
 - A. 2026 Legislative Priorities draft emphasizes maintaining the current split of 30% to localities and 70% to the regional fund without set asides for specific project types or modes.
 - This ensures stable funding aligned with existing policies and avoids mandated spending shifts.
 - Protecting this structure is crucial to upholding regional transit goals and avoiding legislative disruption.

- B. A new priority based on the efforts of the DMVMoves initiative and SJ28 is focused on working with stakeholders to secure dedicated regional and state revenues to fund priority operation and capital needs for local bus systems, Virginia Railway Express and the Washington Metropolitan Area Transit Authority. These new revenues should grow over time and are bondable.
 - C. Specific proposals regarding transit funding are being developed by stakeholders involved with the Northern Virginia Transportation Commission, the Joint Subcommittee Studying Northern Virginia Transit Needs and DMVMoves. Details on a final set of goals/initiatives for the upcoming legislative session will be finalized by end of year. Staff proposes adding a new section on transit funding with some broad principles and needs which can be amended as the regional consensus is finalized.
- ✓ The committee discussed growing concerns about the potential diversion of existing regional transportation funds, particularly due to anticipated state budget pressures from Medicaid and SNAP administration. Members emphasized the importance of ensuring that future transit funding efforts focus solely on net new revenue sources rather than reallocating existing funds. The discussion acknowledged past diversion in 2018 and highlighted the need for proactive language in legislative agendas (DMV Moves, NVTC, WMATA, and localities) to safeguard funding.
 - ✓ A motion was made to convert the information item into an action item, directing staff to draft language stating that only net new funding should be used for financing any transit in Virginia, and that no existing regional or state funds should be diverted for this purpose. Chair Randall made a motion to approve draft net new transit funding language; it was seconded by Mayor Davis-Younger. The Motion was approved unanimously.
 - ✓ Ms. Baynard presented that Virginia FOIA Council Adopted a Revised Version of SB 896 (Ebbin): On September 22, 2025, the Virginia FOIA Council voted 10-2 to approve a revised draft of SB 867 (Ebbin) which prohibits a public body from taking final action on any item added to a meeting agenda after the meeting has started. This was the final meeting of the Council for 2025. The approved draft will be converted to formal legislation, and a legislator(s) is expected to submit it for the 2026 General Assembly session. The legislation would amend §2.2-3707(G) by adding the following mandates and restrictions for all public bodies):
 - A. The agenda must be posted on the public body's official website prior to the meeting.
 - B. No final action may be taken on an item added to the agenda after the meeting starts unless it is time-sensitive or subject of a closed meeting. Time-sensitive is purposely not defined.
 - C. Defines final action to mean any formal action or decision that is a final consideration of an agenda item. The language then defines what is NOT a final action (lines 48-51)

- Referral to another committee or advisory body
- Referral to another meeting
- Direction to staff for more information
- Issuing a commending or memorial resolution

4. Adjournment

- ✓ There being no further business for the Committee, Chair Randall adjourned the meeting at 6:50 p.m.

2026 NVT A Legislative Priorities

The Northern Virginia region has significant transportation needs requiring sustainable dedicated funding for multimodal solutions. The Authority and member localities need stable and predictable revenue sources and powers to make decisions that reduce traffic congestion for residents and businesses of the region. Through the passage of HB2313 (2013) - using dedicated revenues to fill regional capital funding needs the Commonwealth is unable to meet - to date the Authority and its member localities have invested ~~approximately \$4.8~~almost \$5 billion in multimodal and technology transportation solutions that ensure the state and regional economy remain robust and support a high quality of life.

~~The Authority will continue to work with the General Assembly and the Administration to ensure the region is not deprived of essential, dedicated revenue to meet the multimodal capital transportation needs of our community. The Authority funds regionally significant capital multimodal transportation projects that reduce congestion, using a prioritization process as required by law. We oppose any action that bypasses the legally required project selection this process by mandating the use of dedicated regional revenues outside of the prioritization framework or dedicated locally controlled revenues via by requiring set asides or any other action. Given our Our region still requires a significant number of critical multimodal transportation capital projects to reduce traffic congestion and support economic development. -w~~We oppose any effort to divert or set aside or use Authority regional or local capital funding resources for transportation operations and maintenance activities.

Any action to divert or remove dedicated revenue sources that generate revenue through state taxes or fees deposited into the Northern Virginia Transportation Authority Fund shall contain a method to restore or replace revenue sources to provide for similar revenue collections as of fiscal year ending June 30, 2018.

SECURE ADDITIONAL DEDICATED REGIONAL AND STATE FUNDING TO MEET LOCAL AND REGIONAL TRANSIT OPERATION AND CAPITAL NEEDS -- NEW

The Northern Virginia region relies on local and regional transit agencies to provide services that connect residents to jobs, education, healthcare and recreation and reduces single-occupancy travel. Safe, reliable and sustainable transit services is critical to Northern Virginia continuing to pace the Commonwealth's economy. But the ability of local government to sustain transit services beyond the current level has reached a tipping point.

The Northern Virginia Transportation Commission, the Joint Subcommittee Studying Northern Virginia Transit Needs and the DMV Moves initiatives have labored to identify the operations and capital needs of our local bus systems, the Virginia Railway Express (VRE) and the Washington Metropolitan Transit Authority (WMATA). These initiatives also include recommendations for cost-efficient operations, desired services, sustainable capital improvements and state of good repair and greater regional collaborations among systems.

We support regional priorities to secure dedicated sustainable transit funding solutions funded through

net new revenues that does not reduce funding from or uses of existing sources for transportation in Northern Virginia. The Authority alone manages a seventeen-year revenue pipeline with funding dedicated to projects out to FY 2030. In 2026 it will add additional projects for funding in FY 2031.

These net new regional and state funds for transit operations and capital needs should grow, support predictable bond capacity and complement policies and collaboration actions that increase operational sustainability and efficiencies.

We support efforts to address the \$153 million funding gap in FY 2027 for Virginia's share of WMATA operations by securing additional Commonwealth funding that supports the strong WMATA ridership growth in Virginia post-pandemic

RESTORE ANNUAL LONG- TERM FUNDING TO THE AUTHORITY TO PRE-2018 LEVEL

An additional \$38.5 million in annual revenues is still needed to restore dedicated regional revenues to pre- 2018 levels. ~~The passage of HB2313 was clear that dedicated regional revenues be used for regionally significant, multimodal transportation projects that reduce congestion. As such, the Authority and the region strongly support statewide revenue as the first source of funding to replace diverted regional revenues.~~ Previously diverted dedicated regional revenue sources could be returned to the Authority and its member localities if the Commonwealth were to take on a larger role in providing funding to the Metro Capital Fund. Efforts to restore previously diverted regional revenue sources should not come from additional taxes imposed on Northern Virginia.

With the 2018 action to create dedicated revenue for the Metro Capital Fund, the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantor's Tax and a three percent increase in the Transient Occupancy Tax to produce revenue to complete critical multimodal transportation infrastructure, and with local funds, provides 2/3 of the dedicated revenues to the Metro Capital Fund which supports State of Good Repair projects of the Washington Metropolitan Area Transit Authority (WMATA/Metro) to improve safety and reliability. ~~Efforts to restore previously diverted regional revenue sources should not come from additional taxes imposed on Northern Virginia.~~

SECURE SHORT- AND LONG-TERM FINANCIAL AND OPERATIONAL STABILITY FOR THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (METRO) NEW

For over forty years Metro has served as an integral part of the Commonwealth's and Northern Virginia's multimodal transportation system. Along with local bus and bus rapid transit systems, Metro provides much needed capacity for non-Single Occupancy Vehicle (SOV) trips and is a focal point for market driven mixed-use transit-oriented development. As such, Metro is an investment that now requires critical resetting to ensure it can evolve to meet the Commonwealth's short, mid and long-term transportation needs.

As Metro faces a financial crisis, it is essential that stakeholders—local, regional, state and federal, and the public and private sector—work together to ensure that Metro continues to meet transportation and economic development needs and operates with dedicated operating and capital funding and in a more predictable structure. Metro leadership should continue its work to create one-time and ongoing operating efficiencies and make use of interested stakeholders to help think through elements needed to create long-term stability.

The Metro bus and rail system must continue during this time to provide safe and reliable service during the development of long-range solutions. A well-functioning Metro supports the region's transportation infrastructure and billions in corporate and public-sector investment made into the system. Sufficient state, federal and regional funding and changes in operations must be found and implemented.

PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING

The Commonwealth of Virginia has primary responsibility for the region's transportation network. An efficient transportation system is critical to Virginia's ability to attract and retain jobs. Resources that keep transportation projects moving forward need to continue and grow to ensure the Commonwealth can support the infrastructure that moves the goods and people that support the region's businesses, residents, and visitors. A replacement vehicle should be adopted to restore loss of state transportation funding resulting from the elimination of the state sales and use tax on food and personal hygiene products.

SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY

The Northern Virginia Transportation Authority Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and nine strategies that address **congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, enhanced mobility through technologies in transit, and advanced decarbonization of the transportation system.**

Strategies		Intent of Strategy (long term)
1	Reduce congestion and increase throughput	Support deployment of transportation technologies that improve performance and optimize efficiency of the regional multimodal transportation system
2	Maximize access to jobs, employees and housing	Support deployment of transportation technologies that increase travel options and awareness of them
3	Maximize cybersecurity and privacy for members of the public	Monitor concerns on behalf of Northern Virginians, and leverage NVTAs processes where appropriate and feasible
4	Enhance operations of the multimodal transportation system through connectivity and automation	To maximize the potential benefits of Connected and Automated Vehicles, while addressing avoidable increases in passenger vehicle miles traveled.
5	Develop pricing mechanisms that manage travel demand and provide sustainable travel options	Identify technology-related measures at a regional scale to dynamically address congestion, including incentives; revenues will be re-invested in equitable solutions
6	Maximize the potential of physical and communication infrastructure to serve existing and emerging modes	Support adaptation of existing resources to support desirable technologies such as CASE vehicles, travel apps, micro modes and robust data collection
7	Enhance regional coordination and encourage interoperability in the transportation system	Leverage regional synergies in the deployment of transportation technologies
8	Advance decarbonization of the transportation system	Support deployment of transportation technologies that reduce greenhouse gas emissions and synergistic technologies that improve resiliency.
9	Enhance mobility in the region through innovation and emerging technologies in transit	Support an array of transit innovations, in a manner that is flexible enough to adapt to future innovation.

TTSP activity will be grounded in the Authority's vision and core values including Equity, Safety, and Sustainability. The Authority's TTSP provides a foundation for the organization and its members to participate in implementing federal and state plans and funding to advance use of low or zero emission vehicles for personal and commercial use in Virginia and expanding local authority to take advantage of Automated Traffic Enforcement technologies to enhance traffic operations and safety.

BACKGROUND ON DEDICATED REGIONAL TRANSPORTATION FUNDING SOURCES

The Northern Virginia Transportation Authority (Authority) is a regional body focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars by bringing regional jurisdictions and agencies together to plan and program regional multimodal transportation projects focused on relieving congestion.

NVTA Vision Statement:

"Northern Virginia will plan for, and invest in, a safe, equitable, sustainable, and integrated multimodal transportation system that enhances quality of life, strengthens the economy, and builds resilience."

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions.

In 2018, deliberations on how the Commonwealth of Virginia should provide \$154 million annually to address long neglected capital maintenance at the Washington Metropolitan Area Transit Authority (WMATA) resulted in the diversion of two of the Authority's three revenue sources. The two percent Transient Occupancy Tax and the fifteen cents per \$100 Grantor's Tax are now assigned to the WMATA Capital Fund.

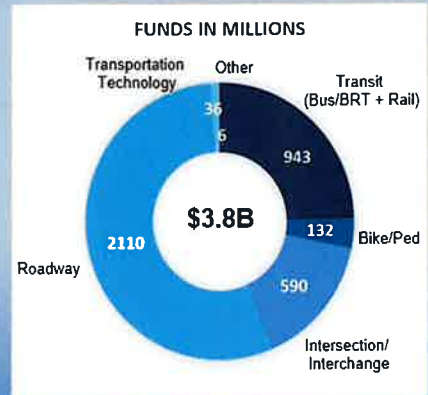
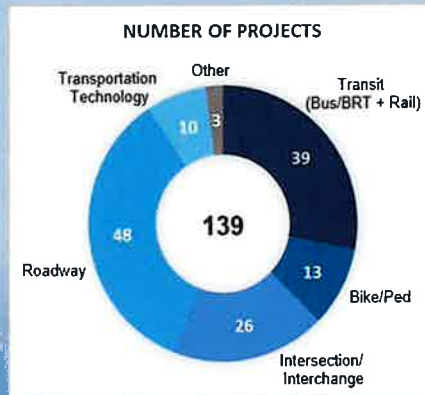
THE GRAPHIC IS ALSO DELETED

The annual impact was a loss of \$102 million in Authority revenues for regional and local use. The adopted FY 2018–2023 Six Year Program was reduced by \$275 million from initial projections, resulting in partial funding for multiple projects with high scores of reducing congestion.

In 2019 and 2020, actions were taken to increase taxes in Northern Virginia and dedicate state transportation funding to partially restore funding diverted from the Authority and local governments.

To date, the Authority is advancing **139 regional multimodal transportation projects, totaling \$3.8 billion**, aimed at reducing congestion across the region. Additionally, the Authority has allocated \$1.12 billion to member localities for transportation needs within their jurisdiction. By June 30, 2024, \$889 million of this distribution had been allocated to 285 projects by various jurisdictions.

FY2014-2029 Allocation of Regional Revenue Funds (70%) By Mode



FY2014-2024 Allocation of Local Distribution Funds (30%) By Mode

