



# **Northern Virginia Transportation Authority**

*The Authority for Transportation in Northern Virginia*

## **GOVERNANCE AND PERSONNEL COMMITTEE**

**Thursday, November 18, 2021**

**5:30 PM**

**NVTA Offices**

**Meeting to be conducted in person and Live Streamed via YouTube**

### **AGENDA**

1. **Call to Order** Chair Randall
2. **Approval of Deferred July 8, 2021 Meeting Summary**  
*Recommended Action: Approval of Meeting Summary, (with abstentions from those who were not present).*
3. **Approval of the October 14, 2021 Meeting Summary**  
*Recommended Action: Approval of Meeting Summary, (with abstentions from those who were not present).*

### **Discussion/Information**

4. **Draft 2022 Legislative Program, Report and Discussion** Ms. Backmon, CEO  
Ms. Baynard, McGuire Woods Consulting, LLC

### **Closed Session**

5. **Adjournment**

**Next Meeting: December 9, 2021, at 5:00 PM**  
**NVTA Offices**



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**GOVERNANCE AND PERSONNEL COMMITTEE**

**Thursday, July 8, 2021**

**5:30 PM**

**NVTA Offices**

**Meeting conducted in person and Live Streamed via YouTube**

**SUMMARY MINUTES**

**1. Call to Order**

Vice Chairman Snyder

- ✓ Vice Chairman Snyder (who chaired on behalf of Chair Randall) called the meeting to order at 5:35pm.
- ✓ Attendees:
  - Members: Vice Chairman Snyder; Chair Wheeler, Mayor Davis-Younger, Supervisor Alcorn (on behalf of Chairman McKay).
  - Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Erica Hawksworth (Communications & Public Affairs Manager); Margaret Duker (Executive Asst/Clerk).
  - Other Attendees: Rob Dickerson (Council of Counsel – Prince William County); MinhChau Corr (Council of Counsel – Arlington County).
  - Jurisdictional and agency staff as well as the public were able to view the meeting via the Authority's YouTube channel.

**2. Approval of the June 10, 2021 Meeting Summary**

*Recommended Action: Approval of Meeting Summary, (with abstentions from those who were not present).*

- ✓ Chair Wheeler moved for the acceptance of the June 10, 2021 Meeting Minutes; seconded by Mayor Davis-Younger. Motion passed by 2-0-1 as Vice Chairman Snyder abstained since he was not part of the previous month's meeting.

**Action Item**

**3. Chief Executive Officer Position Description and Compensation Consulting Engagement**

Mr. Longhi, CFO

*Recommended Action: Committee Recommendation to the Authority of Consultant Selection*

- ✓ Mr. Longhi noted that the Governance and Personnel Committee (GPC) has been working on the Executive Director's annual performance review and related compensation for some months now.
- ✓ He noted that after several efforts, over several months to come up with different options for the Chief Executive Officer (as the GPC requested the position be addressed in this

- process) position description and compensation study, the GPC requested at the June meeting that a Request for Proposals (RFP) be issued for an independent consultant to update the Chief Executive Officer position description and perform a compensation analysis.
- ✓ He noted that the GPC recognized the short timeframe to complete this effort prior to their September meeting, explaining that the RFP was issued on June 16, 2021, with a deadline of noon on June 28, 2021. The RFP was posted on eVA and NVTA websites as well as distributed to various firms with a request to forward to interested parties. Notice of the RFP was also sent directly to 11 executive search consulting firms via their online portals.
  - ✓ Mr. Longhi noted that three proposals were received by the due date.
  - ✓ Out of the three firms, two scored high enough to advance to the negotiation, best and final offer stage.
  - ✓ He noted the details of why one firm became the clear preferred choice through the evaluation process. As part of the description, he noted the pros and cons of the approaches of each firm. He stated that the cost for the recommended firm was \$5,000 above the initial estimate of \$20,000, while the second ranked firm, which was not recommended, was \$8,000 less.
  - ✓ He added that Board Member Cristol, after reviewing the proposal details contained in the staff report and noting the cost variance, emailed her strong support to move forward with the recommended firm. (Hardcopies of the emails were provided to the Committee.)
  - ✓ Supervisor Alcorn inquired how the consultant planned to do the market pricing analysis.
  - ✓ Mr. Longhi noted the consultants will use the position description revisions to determine compensation factors for the position.
  - ✓ Mr. Longhi also stated that the Consultant will take individual factors from the revised position description, put a market value on those points then develop a compensation analysis.
  - ✓ This is a method which is used when there are not comparable to positions or organizations with a similar size, type and scope.
  - ✓ Vice Chairman Snyder inquired as to whether any other organization or outside parties had reviewed the procurement.
  - ✓ Mr. Longhi responded no, noting the short turnaround time to have a report, however, this is the same process that has been used in the past for other NVTA procurements.
  - ✓ Vice Chairman Snyder inquired as to whether the Council of Counsel had reviewed the agreement.
  - ✓ Mr. Longhi replied they had not been asked to review as no legal questions had arisen. He noted the resolution could be modified with 'subject to review by the Council of Counsel'.
  - ✓ Supervisor Alcorn also noted that he would appreciate the Council of Counsel review the proposal.
  - ✓ Mr. Dickerson, Council of Counsel Member, (Prince William County) addressed the Committee noting a Council of Counsel review would only address the appropriateness of the procurement process, not qualitative aspects of the firm recommended.
  - ✓ Vice Chairman Snyder requested the motion be modified to include recommending Authority approval subject to review by the Council of Counsel.
  - ✓ Mr. Dickerson, affirmed that they will review the proposal for compliance with the Code of Virginia.

- ✓ Mayor Davis-Younger moved Governance and Personnel Committee recommendation of the attached agreement with the Millennium Group International LLC for Authority approval subject to review by the Council of Counsel; seconded by Chair Wheeler. Motion passed unanimously.
  - ✓ Vice Chairman Snyder asked whether there would be any General Assembly updates and how will it be known if an issue relevant to the Authority, arises.
  - ✓ Ms. Backmon responded that the General Assembly Special Session starts August 2, 2021, and the Authority will be kept updated of any developments through NVTAs legislative liaison, Ms. Baynard.
  - ✓ Vice Chairman Snyder thanked everyone and proposed to adjourning the meeting.
4. **Adjournment:** The meeting adjourned at 6:00pm.

**Next Meeting: September 9, 2021 at 5:30 PM**  
**NVTA Offices**



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

**GOVERNANCE AND PERSONNEL COMMITTEE**

**Thursday, October 14, 2021**

**5:30 PM**

**NVTA Offices**

**Meeting conducted in person and Live Streamed via YouTube**

**SUMMARY MINUTES**

**1. Call to Order**

Chair Randall

- ✓ Chair Randall called the meeting to order at 5:41pm.
- ✓ Attendees:
  - Members: Chair Randall; Board Member Cristol; Mayor Davis-Younger, Chairman McKay.
  - Other Authority Members: Councilmember Snyder
  - Staff: Monica Backmon (CEO); Michael Longhi (CFO); Margaret Duker (Executive Asst/Clerk).
  - Other Attendees: Daniel Robinson (Fairfax County); Joanna Anderson (City of Alexandria); Tracy Baynard (McGuire Woods Consulting LLC.); Martin Kenny and Julie Coccari (The Millennial Group - participated remotely).
  - Jurisdictional and agency staff as well as the public were able to view the meeting via the Authority's YouTube channel.

**2. Approval of Deferred July 8, 2021 Meeting Summary**

*Recommended Action: Approval of Meeting Summary, (with abstentions from those who were not present).*

- ✓ Action deferred.

**3. Approval of the September 9, 2021 Meeting Summary**

*Recommended Action: Approval of Meeting Summary, (with abstentions from those who were not present).*

- ✓ Mayor Davis-Younger moved approval of the September 9, 2021, GPC meeting minutes, seconded by Board Member Cristol. Motion passed unanimously.

**Discussion/Information**

**4. Draft 2022 Legislative Program, Report and Discussion**

Ms. Backmon, CEO

Ms. Baynard, McGuire Woods Consulting, LLC

- ✓ Chair Randall noted that a lot of initiatives may change depending on the results of the November 2 elections.

- ✓ Ms. Baynard proceeded with an update of topics discussed at the last meeting for the 2022 Legislative Program:
- ✓ With regards to the Electric Vehicle Rebate Program, she noted that rebate items were in the Bill when it passed at the General Assembly. She noted that regardless of whether a car is new or leased, the buyer will receive a rebate of \$2,500 and if the purchaser is within the federal minimum income level, there is additional \$2,000 for the buyer. This incentive applies to a new car of not more than \$55,000 in value and also to a used vehicle that is no newer than two years and no older than 5 years.
- ✓ Ms. Baynard added that there is a cap of \$5,000 on new vehicles and \$2,500 on used vehicles, which are less than two years old.
- ✓ She also added that a base cap of \$2,500 is awarded for buying or leasing a used vehicle and a head of household with lesser income receives an additional \$2,500 in rebate.
- ✓ Ms. Baynard noted that about \$40 million was designated to support the program for low-income families.
- ✓ Board Member Cristol recommended re-stating to say fully fund all vehicles.
- ✓ Ms. Baynard agreed to re-word as recommended.
- ✓ Ms. Backmon inquired whether this included charging stations.
- ✓ Ms. Baynard responded that no, adding that the Virginia Department of Transportation (VDOT) had requested for \$50 million for electric vehicle infrastructure. However, this did not make it to the Governor's budget so she expects that there will be continuing discussions on electric vehicles charging infrastructure during the next General Assembly Session.
- ✓ Board Member Cristol inquired if VDOT had a proposal to build charging stations.
- ✓ Ms. Baynard responded that there were a number of things the agency planned to do, namely adopting policies, going into partnerships and so forth. She noted that VDOT is working on a strategy this time around regarding forming some public/private partnerships down the line, possibly through Request for Proposals (RFPs) or have companies compete to use the Volkswagen fund.
- ✓ Alternatively, she further noted that the agency could request local governments to install charging stations on public property for public use.
- ✓ Board Member Cristol commented that this calls for a multi-agency approach and will love to see VDOT lead on this end.
- ✓ Ms. Baynard agreed and noted that there will be a section on the Authority's Transportation Technology Strategic Plan (TTSP), which emphasizes electric vehicles and electric vehicle infrastructure as part of the 2022 legislative program priorities.
- ✓ In addition, she noted that the section on WMATA will also be updated with language which highlights the need for more government operating and capital assistance.
- ✓ She went on to add that the other update had to do with open meetings at the Freedom of Information Advisory (FOIA) Council.
- ✓ Board Member Cristol remarked that she was initially enthusiastic about the upcoming modifications to the open meeting policy, but the new changes are still not enough. She cited the Virginia Railway Express as an example of a public body which has members living in distant places and have to travel far to convene for in person meetings with their CEO. She noted that there needs to be changes to this policy to empower public bodies to

be able to make decisions for themselves, especially for members of public bodies who live far and have to travel miles to attend meetings in person.

- ✓ Chair Randall mentioned that mental health professionals advocate for in-person contact meetings, as such, proposed a split of half in person and half remote (50/50).
- ✓ Ms. Baynard posited that there may be some sensitivity towards local governments which may not be able to afford the sophisticated equipment needed to support the virtual and hybrid form of meetings.
- ✓ Board Member Cristol responded that there are a host of options to benefit the hybrid format for conducting meetings, like live recordings, phone ins etc.
- ✓ Board Member Cristol recommended that the Authority's position on this should note that NVTA supports maximum percentage of virtual meetings or the maximum authority for public bodies to set their own requirements in this regard as the more flexibility, the better for all.
- ✓ Board Member Cristol also discussed different meeting requirements for Boards and Commissions which are not comprised of elected officials.
- ✓ Chair Randall expressed her agreement to this proposal.
- ✓ Ms. Baynard also noted that the JLARC Transportation Funding Study will be presented again on November 8<sup>th</sup> to the Commission and the region may decide next steps for the Quantico-Springfield Study soon.
- ✓ She further added that the Interim Report from the Transit Equity and Modernization Study will be presented in December, but not yet aware of any recommendations to be made from the Study.
- ✓ She noted that it is important to ensure that nothing hampers NVTA's efforts in the region and funding, especially as Authority Members are part of the Greater Washington partnership.
- ✓ Chair Randall wrapped up the discussion as Members prepared to go into a closed meeting.

#### **Motion to Convene Closed Meeting**

Chair Randall moved that the Northern Virginia Transportation Authority Governance and Personnel Committee convene a closed meeting, as authorized by Virginia Code section 2.2-3711.A1, for the purpose of discussing a personnel matter, specifically to discuss the CEO Position Description and Compensation Analysis report to the extent it pertains to the CEO Performance Review.; seconded by Board Member Cristol. Motion passed unanimously at 6:17pm.

#### **Motion to Reconvene in an Open Meeting**

Chair Randall moved that the members of the Northern Virginia Transportation Authority Governance and Personnel Committee certify: (1) that only public business matters lawfully exempted from open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia; and (2) only such public business matters as were identified in the motion by which closed the meeting was convened were heard, discussed or considered by the Committee; seconded by Mayor Davis-Younger. Motion passed unanimously at 6:45pm.

**5. Adjournment**

- ✓ The meeting adjourned at 6:36pm.

**Next Meeting: November 18, 2021 at 5:30 PM**  
**NVTA Offices**



## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

**TO:** Chair Phyllis J. Randall and Members  
Governance and Personnel Committee

**FROM:** Monica Backmon, Chief Executive Officer  
Tracy Baynard, McGuire Woods Consulting, LLC

**DATE:** November 10, 2021

**SUBJECT:** Review Draft 2022 Legislative Program and 2022 Legislative Priorities

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**Purpose:** To update the Governance and Personnel Committee (GPC) Members of the draft 2022 legislative program and 2022 legislative priorities.

For your review are two documents – a draft 2022 Legislative Program and a draft one-pager with three recommended priorities for 2022.

- Protecting what we have will always be a top priority and is listed as #1. The second page of the document (and #2 priority), updates the impact of the 2018 loss of and efforts to restore dedicated revenue.
- Added is language noting the importance of state transportation funding. On November 8<sup>th</sup> the Joint Legislative and Audit Review Commission affirmed that the 2020 action on the Omnibus Transportation Bill stabilized Virginia funding for the near and long term as use of high efficiency vehicles continues to rise.
- The 2022 General Assembly is likely to consider whether further action can be taken to accelerate electrification of the transportation sector. The Authority's Transportation Technology Strategic Plan (TTSP) outlines several initiatives worthy of support including actions to advance use of low or zero emission vehicles for public and private use.

Also included in the packet is:

- A first look at the 2022 General Assembly schedule
- A list of 17 new House members featuring photos prepared by the House Clerk's Office

The 2022 election outcome will bring many changes. As of the writing of this memo not too many details are yet known.

- We await announcements from Governor-Elect Youngkin on his transition team, his cabinet and his administration's transportation priorities.
- The House of Delegates make-up is 52 Republicans (at this time)– 48 Democrats with 17 new members who are likely unfamiliar with the Authority or other regional transportation entities.
- The leadership of the House Transportation Committee will change as well as the number of members from each caucus. There are many long serving members in both parties that hopefully will stay on the committee.

Attachments:

- Draft 2022 State and Federal Legislative Program
- 2022 NVTA Legislative Program
- Schedule of Key Dates in General Assembly Session
- List of New House Members Photos



**Northern Virginia Transportation Authority**  
*The Authority for Transportation in Northern Virginia*

# **NVTA 2022 State and Federal Legislative Program**

Version 4 Draft 11-6-21

## **PREAMBLE:**

The Northern Virginia Transportation Authority (Authority), created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects and to address the mobility needs of Planning District 8, is a regional body focused on delivering real transportation solutions and value for Northern Virginia's transportation dollars. The Authority brings Northern Virginia jurisdictions and agencies together to prioritize and fund regionally significant multimodal transportation solutions. As directed via HB 599 (2012) and HB 1470 (2015), the Authority uses performance criteria to analyze project benefits relative to costs with the goal of reducing congestion and improving emergency evacuation.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions. Revenues from a two percent Transient Occupancy Tax, (TOT) a fifteen cents per \$100 Grantor's Tax and \$.07 Sales and Use Tax, were divided with thirty percent flowing to the individual jurisdiction members for use on transportation improvements, and the Authority retaining seventy percent to add new capacity to multimodal facilities across the region.

During the 2018 General Assembly Session, HB1539/SB 856(2018) resulted in the diversion of two of the Authority's three revenue sources. The Transit Occupancy Tax and the Grantor's Tax are now assigned to the WMATA Capital Fund. The annual impact was a loss of \$102 million in Authority revenues for regional and local use.

## **2022 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:**

### **I. *PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (Ongoing Position)***

The Northern Virginia Region has significant transportation needs requiring dedicated funding for multimodal solutions. The Authority and its member localities use these dedicated revenues to fill in funding needs the Commonwealth is unable to meet to keep

the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers in order to make decisions that reduce traffic congestion for residents and businesses of the region. The Authority will work with the General Assembly and the administration to find an effective means of ensuring the region is not deprived of critically needed dedicated revenue to meet the multimodal transportation needs of our community.

Any action to change the provisions of Chapter 766 (2013), Chapter 837 (2019), Chapter 846 (2019), Chapter 1230 (2020) and Chapter 1275 (2020) that reduce dedicated 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.

## **II. RESTORE LONG TERM FUNDING TO THE AUTHORITY (Revised Position)**

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 2% Transit Occupancy Tax and the \$.15/\$100 Grantor's Tax are now assigned to the WMATA Capital Fund. 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 recognition of the pressing transportation needs in Northern Virginia, during the 2019 General Assembly Session, the Governor and the General Assembly used the new interstate funding initiative to partially replace funds diverted from the region. The Commonwealth estimates that when fully implemented in FY 2022, the new interstate funding tools will raise just under \$20 million annually for the Authority and its member jurisdictions. Current Virginia estimates show the Authority will receive on average \$13.5 million each year for FY 2022-2027 from the Interstate Operations and Enhancement Fund.

In the 2020 General Assembly Session, the Authority secured an additional \$50 million in replacement dedicated revenues. The Authority and the member jurisdictions have access to a \$.10/\$100 regional grantors tax and \$20 million annually from the state Commonwealth Transportation Fund.

An additional \$38.5 million in annual dedicated revenues is still needed to restore dedicated regional revenues to pre-2018 levels. The Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multimodal transportation projects in the region. To date the Northern Virginia region has absorbed an increase of \$.20/\$100 in the grantors tax and a 3% increase in the transit occupancy tax to produce revenue to complete critical multimodal transportation infrastructure.

### **III. PROTECT VIRGINIA'S TRANSPORTATION FUNDING (New Position)**

The Commonwealth of Virginia has primary responsibility for our multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Unlike many states during the pandemic, Virginia had the resources to keep its transportation projects moving forward keeping both private and public sector workers earning salaries for their families. These resources need to continue and grow to ensure the Commonwealth can support its business community's need for infrastructure that moves goods and people.

### **IV. SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY (New Position)**

The NVTAT 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 **eight strategies that address congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, and electric vehicle infrastructure.** TTSP activity will be grounded in the Authority's vision and core values including equity, sustainability, and safety.

### **V. SUPPORT ADDITIONAL FLEXIBILITY FOR VIRTUAL MEETINGS OF PUBLIC BODIES (Revised Position)**

In response to the COVID-19 health and safety emergency, the Authority and its member jurisdictions found additional ways to maintain transparency and citizen involvement in the operations of government. The Authority supports efforts to maximize flexibilities for regional government bodies to conduct electronic meetings, allowing greater access to the public and opportunities for members to participate remotely outside of a declared state of emergency.

## **A. STATE LEGISLATIVE PROGRAM**

### **I. STATE FUNDING**

**Allocation of Statewide Revenues:** It is important that Northern Virginia continues to receive its fair share of statewide revenues, as required in HB 2313. This is especially important as various formulas and processes for transportation funding are being created and/or modified.

- a) **State of Good Repair:** The Authority recommends that the Virginia Department of Transportation and the Commonwealth Transportation Board take action to ensure Northern Virginia's primary and secondary roads are maintained at a Critical Condition Index (CCI) score of Good to Excellent.

- i. The Authority encourages the Commonwealth to adopt performance metrics and a funding strategy for pavement and bridge maintenance that recognizes the unique use patterns in

Northern Virginia where primary and secondary roads carry significantly more traffic than similar facilities in other parts of Virginia.

**b) Revenue Sharing: The Authority recommends that funding of the Revenue Sharing Program not be decreased below \$100 million.**

- i. The Revenue Sharing Program, which significantly leverages state transportation funds by encouraging local governments to spend their own money on transportation projects, is important to the Authority and the region.
- ii. This program has been a success in Northern Virginia, where our localities regularly apply for and rely on these funds to advance critical transportation projects. Given the transportation needs of the region while acknowledging that Smart Scale is extremely oversubscribed, projects funded through the Revenue Sharing Program are not only important to the localities that seek Revenue Sharing funds, but are important to the region as well.

**c) Technology Innovation Funding: The Authority supports additional state resources and initiatives that realize the full potential of technology to maximize the efficiency of the Commonwealth's transportation infrastructure.** Technology innovation has the potential to create new and more effective transportation services for citizens and businesses. The Authority looks forward to partnering with the Commonwealth to advance strategic uses of technology and innovation in our member jurisdictions.

**d) Smart Scale: The Authority supports allocation of state funds via objective and transparent data analysis.** In Northern Virginia, that analysis should emphasize multimodal projects that best mitigate traffic congestion relative to project cost.

***II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)***

WMATA bus and rail services continue to support job and population growth in the Commonwealth of Virginia and Northern Virginia. The Authority, in addition to WMATA's Virginia jurisdictional partners, are on track to enhance the system through significant investments, e.g. Silver Line completion, new Potomac Yard Metro station and numerous park and ride lots along I-66. WMATA, its funding partners, stakeholders and users are at a critical crossroads as we collectively try to determine the future of this important transportation infrastructure and also protect the cumulative billions of dollars already invested by local, state and federal government, by this Authority and by the private sector.

Metrorail in particular is a significant driver of the Commonwealth's and Northern Virginia's economy. The transit system station locations are the focus of some \$25 billion in residential and commercial development and economic activity around rail facilities generates \$600 million a year in state tax revenues.

a) **State of Good Repair: The Authority supports legislation and funding necessary to sustain investments in transit and keep transit systems in a state of good repair, including maintaining dedicated funding for Metro.**

- i. The Authority opposes any legislation that would shift the Commonwealth's responsibility for transit funding to localities or regions.

b) **Safety: The Authority supports adequate funding for and oversight of WMATA as it enhances the safety and security of the system and its riders.** The Commonwealth is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system, and must work with the Federal Government to ensure that it, too, provides sufficient resources.

- i. **Sustainable Funding Reforms: The Authority supports federal action to extend the annual \$150 million federal capital appropriation known as the Passenger Rail Investment and Improvement Act (PRIIA) thru 2030. *(revised position)***  
Extending the \$300 million annually provided by the federal government, the Commonwealth, Maryland, and the District of Columbia, as provided in Passenger Rail Investment and Improvement Act of 2008 (PRIIA) beyond 2019 is critical. This funding addresses urgent capital needs and is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system.
- ii. Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.

c) **Maximize Metrorail's Existing Infrastructure: The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.**

- i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern

- Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.
- ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed. (*Reaffirms previous position*)

### **III. VIRGINIA RAILWAY EXPRESS (VRE)**

**The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.**

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I- 95/I-395 and I-66 Corridors of Statewide Significance during peak periods, with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet current or future demands for service.
- c) The creation of the Commuter Rail Operating and Capital (CROC) fund and annual \$15 million allocation of regional gas tax revenue by the 2018 General Assembly was a clear acknowledgement of the critical role VRE plays in the regional transportation system.

### **IV. LAND USE PLANNING**

**The Authority supports land use and zoning as fundamental local responsibilities and objects to certain land use provisions included in state law that could override the work done by our local governments and our residents, property owners, and the local business communities on land use and transportation plans.**

### **V. SECONDARY ROAD DEVOLUTION/LOCAL MAINTENANCE PROGRAMS**

**The Authority opposes the transfer of secondary road construction and maintenance responsibilities to counties, especially if these efforts are not accompanied with corresponding revenue enhancements.** While there may be insufficient resources to adequately meet the maintenance and improvement needs of secondary roads within the Commonwealth, the solution to this problem is not to



simply transfer these responsibilities to local government that have neither the resources nor the expertise to fulfill them.

**The Authority opposes any legislative or regulatory moratorium on the transfer of newly constructed secondary roads to VDOT for the purposes of ongoing maintenance.**

**The Authority opposes changes to maintenance allocation formulas detrimental to localities maintaining their own roads.** Changing current formulas or requiring additional counties to maintain their roads could lead to a reduction in Urban Construction and Maintenance Funds, placing a huge extra burden on these localities. *(Reaffirms previous position)*

**VI. MAXIMIZING USE OF FACILITIES AND OPERATIONS**

**A vital component of our transportation network is transportation demand management, such as high occupancy vehicle use; teleworking; safe pedestrian and bicyclist movement; and user-friendly access to transit.** The Authority supports these efforts to help mitigate roadway congestion and provide benefits to employers and employees. *(Reaffirms previous position)*

**B. FEDERAL LEGISLATIVE PROGRAM**

**PROVIDE ADDITIONAL FEDERAL COVID-19 FUNDING SUPPORT FOR TRANSIT**

Northern Virginia's transit agencies and the Washington Metropolitan Washington Transit Agency (WMATA) continue to provide essential services serving our region and the federal government. Earlier federal COVID-19 relief enabled these systems to operate safely and serve first responders, healthcare workers and essential employees across the National Capital Region. Now WMATA and these agencies need additional funding to avoid staff layoffs and service reductions that would cripple our region's ability to quickly recover from the economic downturn. The Federal agency workforce depends on WMATA service to serve the nation and further federal aid is paramount.

**I. SURFACE TRANSPORTATION PROGRAM REAUTHORIZATION:**

The level of Federal investment in the nation's transportation infrastructure, including both maintenance of the existing system and expansion, must increase significantly.

**USDOT must coordinate with regional agencies, including the Northern Virginia Transportation Authority and the Transportation Planning Board, and local governments,** as it works to rules to establish performance measures and standards for numerous programs;

**The Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) are essential to the region.** These two programs are presently overextended and additional funding for both is crucial to address needs throughout the country.

**To recognize the uniqueness of metropolitan areas, greater decision-making authority for determining how transportation funding is spent should be given to local governments and regional agencies, such as the Northern Virginia Transportation Authority; and**

**Safety and security must continue to be an important focus of transportation projects.** (*Reaffirms previous position*)

**II. WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) FUNDING:**

- a) Reauthorizing the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Funding and Safety:** The Authority supports WMATA's efforts to enhance the safety and security of the system and its riders, through adequate funding and oversight.
  - i. The federal government is a valuable partner in ensuring that WMATA continues to move ahead with important safety and infrastructure capital improvements in its system. The Authority calls for the federal government to approve the proposed extension of PRIIA funding at \$150 million through 2030.
  - ii. The Authority calls on the Commonwealth, Maryland and the District of Columbia to continue matching PRIIA funds up to a total of \$150 million as proposed in legislation before the U.S. Congress.
  - iii. This authorization, which must continue to be accompanied by annual appropriations, is especially important as WMATA works with the federal government and its state and local jurisdictions to improve safety and state of good repair issues throughout its system. (*Reaffirms previous position*)
- b) Maximize Metrorail's Existing Infrastructure:** The Authority supports continued local, regional, state and federal investment in Metro that helps accommodate additional passenger growth in Northern Virginia, which is important for the entire Commonwealth and serves federal facilities in the National Capital Region.
  - i. While focusing on safety and state of good repair, the region must also work to address WMATA capacity needs that serve Northern Virginia residents and businesses and federal facilities. The region is projected to continue to grow over the coming decades, placing more pressure on a Metro system that is already nearing capacity.

- ii. Improvements to the system's core capacity are needed to attract and accommodate additional riders. Capital and operating resources and efficiencies are critical to ensuring that these needs are addressed.  
(Reaffirms previous position)

**III. VIRGINIA RAILWAY EXPRESS (VRE):**

**The Authority supports efforts to identify funding for operating and capital costs to sustain current service, as well as funding to address natural demand growth in the region.**

- a) VRE currently provides approximately 20,000 rides a day. Most of those utilizing the system are transit choice riders who would otherwise be driving on Northern Virginia's already congested roadways. VRE provides the equivalent of an additional lane on the I- 95/I-395 and I-66 Corridors of Statewide Significance during peak periods with less pollution, energy consumption and accident cost from highway operation.
- b) VRE's 2040 System Plan identified capital and operating requirements needed for the system; and the associated Financial Plan found a clear need for increased funding even without any expansion of service. While some elements of the 2040 Plan have been funded through Smart Scale and the DC2RVA projects; without **state** and **federal** investment in building an additional crossing at Long Bridge, VRE will not be able to meet future demands for increased service.

**IV. FEDERAL GOVERNMENT RELOCATION AND CONSOLIDATION:**

**The Authority supports greater coordination and sufficient funding to address the planning and transportation issues associated with any future Base Realignment and Closure Commission recommendations or other federal Government Relocations and Consolidations.** (Reaffirms previous position)

**V. FUNDING FOR TRANSPORTATION EMERGENCY PREPAREDNESS:**

**The Authority calls upon Congress to provide increased emergency preparedness and security funding to local and regional transportation agencies in the metropolitan Washington area.** (Reaffirms previous position)

**VI. FUNDING FOR THE METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION (MATOC) PROGRAM:**

**The Authority calls upon Congress to provide increased funding to transportation agencies in the metropolitan Washington area to continue funding for MATOC's operations.** The MATOC program is a coordinated partnership between transportation agencies in D.C., Maryland, and Virginia that aims to improve safety and mobility in the region through information sharing, planning, and coordination. (Reaffirms previous position)

**VII. FLIGHT OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT:**  
**The Authority supports, along with other localities and regional bodies, efforts to maintain the slot rule (limiting the takeoffs and landing) and the perimeter rule at Reagan.**

**Washington National Airport.** Increasing the number of slots and changing the perimeter rules would have substantial negative impacts on congestion, efficiency, service and the surrounding community. The region has encouraged air expansion at Dulles International Airport, and Northern Virginia continues to significantly invest in transportation projects, such as the Metrorail Silver Line extension, that will provide greater accessibility to Dulles International Airport. (*Reaffirms previous position*)



## Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

### Northern Virginia Transportation Authority

#### 2022 Virginia General Assembly Focus

#### Draft 11-6-21

The Northern Virginia Transportation Authority has several goals for the 2022 Virginia General Assembly session:

#### **PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**

The Northern Virginia Region has significant transportation needs requiring dedicated funding for multi-modal solutions. The Authority and its member localities use these dedicated revenues to fill funding needs the Commonwealth is unable to meet and keep the regional economy and quality of life operating at high levels. The Authority and member localities need stable and predictable revenue sources and powers in order to make decisions that reduce traffic congestion for residents and businesses of the region.

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.

An additional \$38.5 million in annual dedicated revenues is still needed to restore dedicated regional revenues to pre-2018 levels. The Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multimodal transportation projects in the region. To date the Northern Virginia region has absorbed an increase of \$.20/\$100 in the grantors tax and a 3% increase in the transit occupancy tax to produce revenue to complete critical multimodal transportation infrastructure.

#### **PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING**

The Commonwealth of Virginia has primary responsibility for our multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Unlike many states during the pandemic, Virginia had the resources to keep its transportation projects moving forward keeping both private and public sector workers earning salaries for their families. These dedicated resources need to continue and grow to ensure the Commonwealth can support business, residents and visitors needs for infrastructure that moves goods and people.

#### **SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY**

The NVTAT 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 **eight strategies that address congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing**

**mechanisms, communications infrastructure, regional interoperability, and electric vehicle infrastructure.** TTSP activity will be grounded in the Authority’s vision and core values including equity, sustainability, and safety. For 2022 we call on state government to expand access to low or zero emission vehicles for private and public sector use including assistance to help Virginians at all income levels gain access to electric vehicles and advancing private and public efforts to provide needed charging infrastructure.

## **Background**

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 prioritize projects and implement solutions.

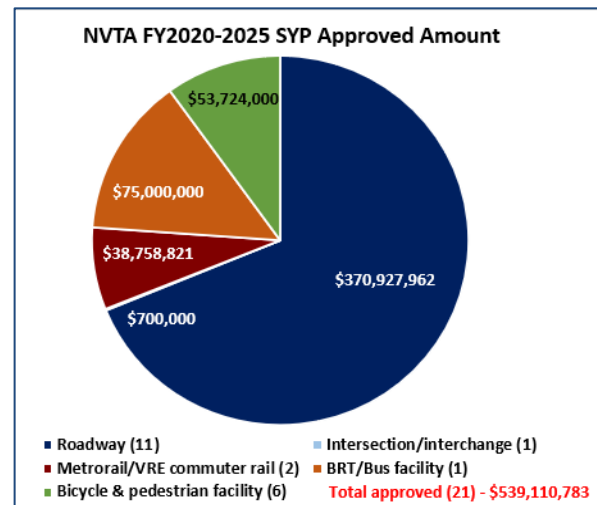
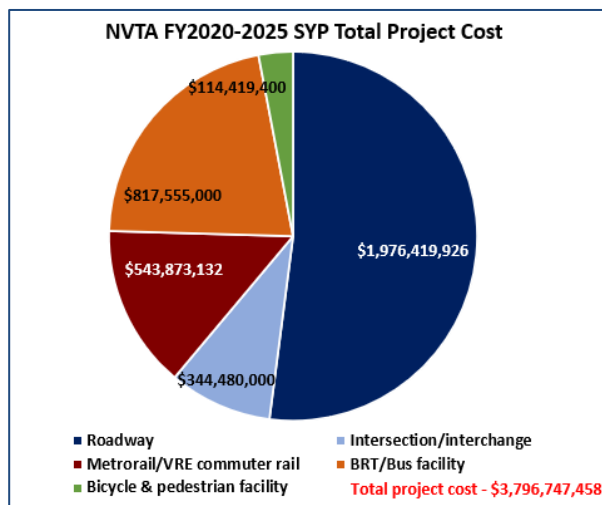
The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions.

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 2% Transit Occupancy Tax and the \$.15/\$100 Grantor’s Tax are now assigned to the WMATA Capital Fund.

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 a total of 106 regional multimodal transportation projects, totaling \$2.5 billion, for congestion reduction throughout the region



**2022 General Assembly Calendar and Special Dates**

November 15, 2021	Prefiling begins
November 16-17, 2021	House Appropriations Committee Retreat
November 18-19, 2021	Senate Finance and Appropriations Committee Retreat
November 29, 2021 Due by 5:00 pm	Deadline to submit request to draft a bill to be prefiled
December 16, 2021	Governor Northam Presents Proposed FY 22-24 Budget
December 31, 2021 By midnight	Staff will have all drafts of prefile bills ready for review
January 7, 2022 By 5:00 pm	Deadline to submit further redraft requests for prefiled bills
January 11, 2022 By 12:00 pm	Staff will have all drafts for prefile bills ready for review
January 12, 2022 10:00 am	Deadline to prefile legislation
January 12, 2022 12:00 pm	Virginia General Assembly convenes
January 15, 2022	Inauguration
February 15, 2022*	Last Day for House and Senate to Finish Their Bills (Crossover)
March 12, 2022	Virginia General Assembly Sine Die

\*Pending adoption of General Assembly Procedural Resolution



# Virginia House of Delegates / 2022 Delegates-elect



**Tim Anderson (R)**  
83<sup>rd</sup> District  
Replaces Guy



**Jason Ballard (R)**  
12<sup>th</sup> District  
Replaces Hurst



**Elizabeth  
Bennett-Parker (D)**  
45<sup>th</sup> District  
Replaces Levine



**Mike Cherry (R)**  
66<sup>th</sup> District  
Replaces Cox



**Nadarius Clark (D)**  
79<sup>th</sup> District  
Replaces Heretick



**A.C. Cordoza (R)**  
91<sup>st</sup> District  
Replaces Mugler



**Tara Durant (R)**  
28<sup>th</sup> District  
Replaces Cole, J.  
(Fredericksburg)



**Karen Greenhalgh (R)**  
85<sup>th</sup> District  
Replaces Askew



**Anne Ferrell Tata (R)**  
82<sup>nd</sup> District  
Replaces Miyares



**Michelle Maldonado  
(D)**  
50<sup>th</sup> District  
Replaces Carter



**Marie March (R)**  
7<sup>th</sup> District  
Replaces Rush



**Phillip Scott (R)**  
88<sup>th</sup> District  
Replaces Cole, M.  
(Spotsylvania )





**Briana Sewell (D)**  
51<sup>st</sup> District  
Replaces Ayala



**Irene Shin (D)**  
86<sup>th</sup> District  
Replaces Samirah



**Kim Taylor (R)**  
63<sup>rd</sup> District  
Replaces Aird



**Otto Wachsmann (R)**  
75<sup>th</sup> District  
Replaces Tyler



**Wren Williams (R)**  
9<sup>th</sup> District  
Replaces Poindexter