



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

GOVERNANCE AND PERSONNEL COMMITTEE

AGENDA

Thursday, Jan 9, 2025

6:00pm EST

2600 Park Tower Dr., Suite 601

Vienna, VA 22180

This meeting will be conducted in person and live-streamed via YouTube¹

1. Call to Order

Chair Randall, Chair

Action Items

2. Approval of November 14, 2024, Meeting Summary Minutes

Chair Randall, Chair

Recommended Action: Approval of November 14, 2024, Meeting Summary Minutes

3. 2025 Governance and Personnel Committee Meeting Schedule

Mr. Longhi, CFO

Recommended Action: Adoption of Meeting Schedule

Discussion/Information Items

4. Update on 2025 General Assembly Session (Verbal)

Ms. Backmon, Chief Executive Officer

Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC

Closed Session

(If needed)

5. Adjournment

Chair Randall, Chair

Correspondence

(Presented as needed)

¹ *If technical difficulties arise, the meeting may be audio or video recorded. Any recordings will be made available on the [GPC's Meetings](#) webpage.*

GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, November 14, 2024

5:30 pm

2600 Park Tower Drive, Suite 601, Vienna, VA 22180

Meeting conducted in-person and live-streamed via YouTube

SUMMARY MINUTES

1. Call to Order

- ✓ Chair Randall called the Governance and Personnel Committee (GPC) meeting to order at 5:53 pm.
- ✓ Attendees:
 - Members: Chair Randall, Mayor Davis-Younger, Mayor Read, Delegate Sewell (arrived 5:57 PM), Chair Jefferson (Remote – Medical, Joined 6:02 PM)
 - Staff: Monica Backmon (CEO), Michael Longhi (CFO), Alyssa Beyers (Regional Transportation Planner)
 - Other Attendees: Daniel Robinson (Council of Counsel), Christina Brown (Council of Counsel)

Action Items

2. Approval of March 14, 2024, Meeting Summary Minutes

- ✓ Chair Randall moved approval of March 14, 2024, GPC Meeting Summary Minutes seconded by Mayor Davis-Younger. Motion passed unanimously.

3. Review of Draft Bylaws Revisions:

- ✓ Mr. Longhi presented proposed updates to the NVTa's bylaws. The proposed changes include minor edits as well clarifications of committee purposes, appointment responsibilities and voting requirements. The Committee discussed the proposed changes and added additional clarifications and edits.
- ✓ Chair Randall moved the GPC recommend Authority approval of the Draft Bylaws as amended during the meeting, seconded by Mayor Davis-Younger. Motion passed unanimously.

Discussion Items

4. Review of the Draft 2025 Legislative Program

- ✓ Ms. Backmon highlighted that there are no new requests this year, unlike the previous year. She noted that the presentation remains consistent with the same approach since 2018, particularly with regard to the non-diversion of revenues from NVTa and the restoration of the funds diverted in 2018.
- ✓ Chair Randall acknowledged that there are no new requests and that the message remains consistent. However, she noted that an important point has not been clearly stated. She recommended a policy statement to clarify that they do not wish to take on responsibility for maintenance and operations that could potentially divert or impose additional taxes on

constituents. She proposed adding a policy statement that the NVTa should oppose any efforts to amend HB 2313 to include maintenance and operations responsibilities.

- ✓ Ms. Baynard discussed the work being done to refine language for key talking points that Delegates and state representatives can use. She also highlighted the creation of a one-pager summarizing Ms. Backmon's presentation at the Annual Transportation Forum, which focused on NVTa's achievements and responsibilities. The goal is to reinforce that, while NVTa is carrying out their vision, NVTa's scope should not change.
- ✓ Ms. Baynard also shared that she feels more confident now, as it seems the Delegates and Senators are supportive of NVTa's position. She emphasized the importance of leaving the funding and language for Metro's funding gap unchanged, particularly for FY26. The focus is on ensuring that the current budget stays intact throughout the session. She also highlighted the need for educational outreach to legislators, especially those from outside the region, to discuss the importance of transit in Northern Virginia, covering local systems like VRE and WMATA, as well as broader regional transit issues.
- ✓ Ms. Baynard provided an update on their current efforts, highlighting that she has been aligning her language with other key stakeholders to ensure consistency in messaging. She emphasized that transportation will likely require significant attention in 2026, not just for Northern Virginia, but for all transportation systems, as inflation-driven cost increases continue to impact everything from labor to materials. Although inflation rates may have decreased, the prices for these inputs remain high, leading to long-term challenges.
- ✓ Ms. Baynard also shared that 2025 will be a budget adjustment year. Additionally, the Senate Finance and Appropriations Committee will hold their annual retreat, where they will conduct in-depth discussions on major budget drivers and the revenue outlook, which will play a crucial role in shaping upcoming budget discussions. Ms. Baynard noted that all relevant General Assembly committees, including Appropriations and Finance, will be involved in these discussions.

5. Adjournment

- ✓ Chair Randall concluded the meeting at 6:21 pm.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Governance and Personnel Committee

FROM: Monica Backmon, Chief Executive Officer

DATE: January 2, 2025

SUBJECT: Calendar Year 2025 Governance and Personnel Committee Meeting Schedule

1. **Purpose:** To seek Governance and Personnel Committee (GPC) adoption of the NVTa meeting schedule for Calendar Year (CY) 2025.
2. **Suggested Motion:** *I move the GPC adoption of the Meeting Schedule for Calendar Year 2025 as presented.*
3. **Background:** The GPC expressed an interest in meeting on the same evening as the Authority. The schedule below has the meeting time of 5:30 pm on the second Thursday of the month at the NVTa offices to match the Authority meeting schedule and allow time for NVTa's Finance Committee to meet at 6 pm the same night. GPC meetings without Action Items or time sensitive Discussion Items are typically cancelled.
4. **Meeting Schedule for Calendar Year 2024:**
 - January 9, 2025 at 5:30pm
 - February 13, 2025 at 5:30pm
 - March 13, 2025 at 5:30pm
 - April 10, 2025 at 5:30pm – *If necessary*
 - May 8, 2025 at 5:30pm – *If necessary*
 - June 12, 2025 at 5:30pm – *If necessary*
 - July 10, 2025 at 5:30pm – *if necessary*
 - **August - No meeting, unless special circumstances require.**
 - September 11, 2025 at 5:30pm – *If necessary*
 - October 9, 2025 at 5:30pm
 - November 13, 2025 at 5:30pm
 - December 11, 2025 at 5:30pm
 - January 8, 2026 at 5:30pm

2025 NVT A Legislative Priorities

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

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 billion in 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 this process by mandating the use of dedicated regional revenues outside of the prioritization framework or dedicated locally controlled revenues by requiring set asides or any other action. Given our region still requires a significant number of critical multimodal transportation capital projects to reduce traffic congestion, 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.

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.

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 NVTa 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 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.

