

Governance And Personnel Committee Meeting

Thursday, September 11, 2025

5:30 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 February 13, 2025, Meeting Summary Minutes

Phyllis Randall, Chair

Recommended Action: Approval of February 13, 2025, Meeting Summary Minutes

Discussion/Information Items

3. 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, October 9, 2025

5:30 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180



GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, February 13, 2025

5:30 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180

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

2.

SUMMARY OF MINUTES

1. Call to Order

- ✓ Chair Randall called the Governance and Personnel Committee (GPC) meeting to order at 5:44 p.m.
- ✓ Attendees:
 - Members: Chair Randall, Mayor Davis-Younger, Mayor Read, Delegate Sewell and Chair Jefferson (Remote)
 - Staff: Monica Backmon (CEO), Michael Longhi (CFO), Quinn Haley (Executive Assistant to the CEO)
 - Other Attendees: Mr. Daniel Robinson (Council of Counsels), Tracy Baynard (McGuire Woods, LLC)(Remote)

Action Items

2. Approval of January 9, 2025, Meeting Summary Minutes

- ✓ Chair Randall moved approval of January 9, 2025, GPC Meeting Summary Minutes seconded by Mayor Read. Motion passed unanimously with Mayor Davis-Younger abstaining.

Discussion Items

4. Clarification of Remote Meeting Participation

- ✓ Chair Randall added this item to the agenda without objection.
- ✓ Chair Randall asked Mr. Robinson to clarify remote meeting participation requirements. Mr. Robinson noted that if the member is absent from the physical location of the meeting because of temporary or permanent illness of themselves or a member of their family, they can participate but they do not count towards the quorum requirements. If the reason is a disability, as defined in the Code of Virginia, then they will count towards quorum requirements as if they were present in the room.
- ✓ Chair Randall questioned whether it counts towards the number meetings that a member is allowed to attend remotely. Mr. Robinson noted that the only limitation is for a personal matter which would include illness.

5. General Assembly Update

- ✓ Ms. Baynard noted there are nine days left in the General Assembly session.
- ✓ She stated that Senator Surovell's bill (SB1007) requesting NVTA take the VDOT Regional Pedestrian Bike Facilities Study and bring stakeholders together to prioritize the project list and report back to the General Assembly with ways to fund the projects passed the Senate and has been referred to subcommittee. She stated House Transportation met, but the bill was not on the agenda. She also stated there are no more meetings of the House Transportation Committee so the bill will most likely not move forward.
- ✓ Chair Randall stated that NVTA is happy to be the organization to be tasked with performing this study; however, the issue is short window of time to perform the work. She asked that this be relayed to the Senate. Ms. Baynard stated that when Senator Surovell presented the bill, he acknowledged that the timing would be challenging.
- ✓ Ms. Baynard noted that Senator Ebbins' FOIA bill on meeting notice requirements was referred to the FOIA Council to look at the topic.

6. Adjournment

- ✓ There being no further business for the Committee, Chair Randall adjourned the meeting at 6:02 p.m.



MEMORANDUM

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

FROM: Monica Backmon, Chief Executive Officer

DATE: September 4, 2025

SUBJECT: 2026 Legislative Priorities

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1. **Purpose:** To start Governance and Personnel Committee (GPC) discussions of the 2026 legislative priorities.
 2. **Background:** The GPC annually discusses and develops a statement of legislative priorities for the upcoming General Assembly session. To facilitate the start of this discussion the 2025 NVTa Legislative Priorities document is attached.

Ms. Baynard from McGuire Woods, LLC will be available to present an assessment of the upcoming session and respond to questions.

Attachment: 2025 NVTa Legislative Priorities

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.

