

Governance and Personnel Committee Meeting

Thursday, December 11, 2025

6:15 p.m. EST

This meeting will be held electronically and accessible via YouTube.

AGENDA

1. Call to Order

Phyllis Randall, Chair

Action Items

2. Approval of November 13, 2025, Meeting Summary

Phyllis Randall, Chair

Recommended Action: Approval of November 13, 2025, Meeting Summary

3. Adoption Recommendation of 2026 Legislative Priorities

Ms. Backmon, Chief Executive Officer

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

Recommended Action: Authority Adoption of the 2026 Legislative Priorities

Discussion/Information Items

4. General Assembly Update (Verbal Report)

Phyllis Randall, Chair

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

Closed Session

(If necessary)

5. Adjournment

Phyllis Randall, Chair

Correspondence

(Presented as needed)

Next Meeting:

Thursday, January 8, 2026

6:15 p.m. EST

2600 Park Tower Drive, Suite 601

Vienna, VA 22180



GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, November 13, 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 6:44 p.m.
- ✓ Attendees:
 - Members: Chair Randall, Mayor Davis-Younger and Mayor Read
 - Staff: Monica Backmon (CEO), Michael Longhi (CFO), Tara Dunion (EA), Gary Armstrong (Senior Accountant)
 - Council of Counsel Attendees: Christina Brown (City of Alexandria), Daniel Robinson (Fairfax County)
 - Other Attendees: Tracy Baynard (McGuire Woods, LLC), Kate Mattice (NVTC)

Action Items

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

Chair Randall

- ✓ On a motion by Mayor Davis-Younger, seconded by Mayor Read, the Summary Meeting Minutes of October 9, 2025, were approved unanimously.

Discussion Items

3. 2026 Legislative Priorities

Ms. Baynard

- A. Ms. Baynard discussed the latest draft of 2026 NVTA Legislative Priorities for the upcoming General Assembly session.
 - ✓ She highlighted the updated language that's been added to the Legislative Priorities document, based on the action item from last month's GPC meeting, stating that only **net new** funding should be used for any new transit funding, and that no existing regional or state funds should be diverted for this purpose.
 - ✓ Ms. Baynard noted that this new language can be found at the bottom of page one and top of page two. The updated version is attached with new language highlighted.
- B. Ms. Baynard also provided an update on changes in the General Assembly and Governor's office based on the November 2025 election, including two new General Assembly members (Delegates Elizabeth Guzman and John McAuliffe) for our region.

She is working to schedule a briefing with Delegate Watts for Authority members in January and will set up a meeting with the new Secretary of Transportation once that person has been appointed.

A. Adjournment

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

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

3.

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority
Governance and Personnel Committee

FROM: Monica Backmon, Chief Executive Officer

DATE: December 4, 2025

SUBJECT: Review of 2026 Legislative Priorities

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1. **Purpose:** To seek the Northern Virginia Transportation Authority (NVTa) Governance and Personnel Committee (GPC) review and recommendation of draft 2026 Legislative Priorities.
 2. **Suggested Motion:** *I move the GPC recommend Authority adoption of the draft 2026 Legislative Priorities.*
 3. **Discussion:** The GPC has updated the Legislative Priorities for 2026 as reflected in the attached draft. This document will be presented to the Authority on December 11, 2025, for consideration.

Attachment: NVTa 2026 Legislative Priorities

2026 NVTa 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 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.

We oppose any action that bypasses the legally required project selection process by mandating the use of dedicated regional revenues outside of the prioritization framework or dedicated locally controlled revenues via set asides or any other action. Our region still requires a significant number of critical multimodal transportation capital projects to reduce traffic congestion and support economic development. 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

The Northern Virginia region relies on local and regional transit agencies to provide services that connect residents to jobs, education, healthcare and recreation and reduce single-occupancy travel. Safe, reliable and sustainable transit services are 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. 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.

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.