



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

**GOVERNANCE AND PERSONNEL COMMITTEE**

**Thursday, October 8, 2020**

**5:30 PM**

**NVTA Offices**

**Meeting to be conducted on WebEx and Live Streamed via YouTube**

**AGENDA**

- I. **Call to Order** Chair Randall
- II. **Approval of the Meeting Summary of the February 13, 2020 Meeting**  
*Recommended Action: Approval of Meeting Summary, with abstentions from those who were not present.*

**Action Items**

- III. **Resolution Finding the Need to Conduct the October 8, 2020 Governance and Personnel Committee Meeting Electronically** NVTA Council of Counsels  
*Recommended Action: Adoption of Resolution*
- IV. **Governance and Personnel Meeting Schedule** Ms. Sen, Financial Analyst  
*Recommended Action: Adoption of a 2020/21 Meeting Schedule*

**Discussion/Information**

- V. **Recap of 2020 General Assembly Special Session (Verbal Report)** Ms. Baynard, MWC, LLC
- VI. **Preparation for the 2021 General Assembly Session** Ms. Backmon, Executive Director  
Ms. Baynard, MWC, LLC

**Closed Session**  
(If required.)

- VII. **Adjournment**

**Next Meeting: November 12, 2020 at 5:30 PM**  
**NVTA Offices**



# Northern Virginia Transportation Authority

*The Authority for Transportation in Northern Virginia*

## GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, February 13, 2020

5:30 PM

NVTA Offices

### MEETING SUMMARY

#### I. Call to Order

Chair Randall

- ✓ Chair Randall called the meeting to order at 5:35 PM.
- ✓ Attendees:
  - Members: Chair Randall; Mayor Wilson; Chair Wheeler;
  - Authority Members: Mayor Parrish;
  - Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Richard Stavros (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer), Dev Priya Sen (Financial Analyst);
  - Other Attendees: Tracy Baynard (McGuireWoods Consulting LLC); Bob Brown (Loudoun County); Rich Roisman (Arlington County); Ellen Posner (Council of Counsels – Fairfax County); Steve MacIsaac (Council of Counsels – Arlington County, Rob Dickerson (Council of Counsels – Prince William County), Dan Goldfarb (NVTC); Zac Smith (NVTC); Jennifer Slesinger (City of Alexandria); Noelle Dominguez (Fairfax County).

#### II. Approval of Meeting Summary

- ✓ Chair Randall reviewed the minutes of the December 12, 2019, GPC meeting but did not vote and will be presented to the committee to vote during March 12, 2020 GPC meeting.

### Discussion / Information Items

#### III. 2020 Legislative Update (Verbal Report)

Ms. Backmon, Executive Director

Ms. Baynard, McGuireWoods Consulting, LLC

- ✓ Chair Randall thanked and expressed appreciation for Ms. Baynard's for General Assembly updates regarding the ongoing legislative session and asked her to provide the GPC members with legislative updates.
- ✓ Ms. Baynard noted that there were two main Bills in the process:
  - ✓ HB 1414/SB 890– Administration Omnibus Bills
    - Provides \$30 million in funding for the Authority via an increase in the regional grantors tax \$.05/\$100. \$.10 goes to the Metro Capital Fund; \$.10 goes to the Authority.
    - In the Metro compact jurisdiction, there is 1% Transient Occupancy Tax (TOT) increase to maintain funding levels for the Metro Capital Fund.

- In the Non-Metro compact jurisdictions, (Prince William County, Manassas and Manassas Park) the revenues are to be used by those localities in the following manner:
      - Two-thirds to be used for public transportation purposes.
      - One-third to be used for transportation purposes
  - ✓ HB 729 – Restore funding to the Authority:
    - Provides \$70 million in funding to the Authority.
    - Increases the regional grantors tax \$.05/\$100. \$.10 goes to the Metro Capital Fund; \$.10 goes to the Authority.
    - Increases the regional transient occupancy tax by 1% to make sure funding is provided for the Metro Capital Fund and to provide funding for Prince William County, Manassas and Manassas Park.
    - Dedicates \$40 million in state recordation taxes raised in Northern Virginia to the Authority.
  - ✓ Chair Randall and Ms. Baynard discussed the SB1716 revenue (I-81) receipts to date. Ms. Baynard updated the Committee by informing that Deputy Secretary Lawson is looking into the SB1716 revenue.
  - ✓ Chair Randall inquired whether Delegate Watt's bill includes funding to the Authority as provided in SB1716 (I-81). Ms. Baynard responded no, stating that the funding from SB1716 added to the funding proposed in Delegate Watt's bill, will result in a total restoration of \$90 million to the Authority.
  - ✓ Ms. Baynard informed that Senate Finance Committee is taking action on Budget Amendments on the evening February 16th, 2020.
  - ✓ Ms. Baynard discussed the Senate version of the Governor's Omnibus Bill mentioning the gas tax increase. She further added that the funding portion of HB729 moved fast and most of the Delegates of Northern Virginia signed in favor of Bill.
  - ✓ Chair Randall asked if protective language in regards to Authority revenues, would be part of the Bill.
  - ✓ Ms. Baynard responded that for now, the Speaker's goal is to focus on funding, noting that the issue of protective language could be incorporated at a later time.
  - ✓ She added that the protective language is not only about the Authority, adding that regions like Hampton Roads, Central Virginia and I-81, could build a coalition to seek protective language to safeguard the regional funds.
  - ✓ Chair Randall inquired about the safety provisions in the Bill, to which Ms. Baynard responded that the safety provisions advanced by the House and Senate include the following:
    - Lower speed limit in some commercial and local areas
    - Open alcohol container restrictions
    - A handheld Bill (could be standalone)
    - A seatbelt Bill (could be standalone)
  - ✓ Chair Randall strongly encouraged all to support Delegate Watt's bill, noting that Authority members need to make contact with their Delegates and Senators and communicate support.
- Ms. Backmon presented the financial analysis of the Bills showing NVT A estimates what each locality would receive.

**Closed Session**  
**(Personnel Matter)**

Chair Randall

A motion was made by Chair Randall to enter closed session as authorized by Virginia Code Section 2.2-3711.A.1, for the purpose of discussing the Executive Director's annual performance review.

Motion made by Chair Randall, seconded by Mayor Wilson, and approved unanimously. (Entered closed session at 6:03 PM).

Chair Randall made a motion to reconvene from the closed session noting only matters lawfully exempted from the open meeting requirements under Chapter 37, Title 2.2 of the Code of Virginia and only those matters as were identified in the Motion by which the closed session was convened were heard, discussed or considered by the Committee.

Motion made by Chair Randall, seconded by Mayor Wilson and approved unanimously. (Reconvened from closed session at 6:30 PM)

**IV. Adjournment: 6:31 PM**

**Next Scheduled Meeting: October 8, 2020 at 5:30 PM**  
**NVTA Offices**

**NORTHERN VIRGINIA TRANSPORTATION AUTHORITY**  
**GOVERNANCE AND PERSONNEL COMMITTEE**  
**RESOLUTION FINDING NEED TO CONDUCT**  
**OCTOBER 8, 2020 MEETING ELECTRONICALLY**

October 8, 2020

**WHEREAS**, on March 12, 2020, the Governor of Virginia declared a state of emergency in Virginia in response to the spread of novel coronavirus, or COVID-19, a communicable disease of public health threat as so declared by the State Health Commissioner on February 7, 2020 (“COVID-19”); and

**WHEREAS**, in subsequent Executive Orders, particularly Executive Order Nos. 53 and 55, as amended, the Governor of Virginia, among other measures designed to ensure safe physical distancing between individuals, prohibited public and private in person gatherings of 10 or more individuals and ordered all individuals in Virginia to remain at their place of residence, with limited exceptions, to mitigate the impacts of COVID-19 and prevent its spread; and

**WHEREAS**, the Northern Virginia Transportation Authority (Authority) – Governance and Personnel Committee (Committee) finds that it has a responsibility to demonstrate to the public, through the Committee’s conduct, the importance of maintaining proper physical distance from others and to avoid gathering in public where the risks of infection are highest, and to take measures that promote physical distancing in order to protect the public health and mitigate the impacts and spread of COVID-19, including, among others, conducting meetings electronically whenever possible; and

**WHEREAS**, on April 22, 2020, the Virginia General Assembly adopted, and the Governor signed, budget bill amendments to HB 29 that expressly authorize “any public body, including any state, local, [or] regional body” to “meet by electronic communication means without a quorum of the public body . . . physically assembled at one location when the Governor has declared a state of emergency . . . , provided that (i) the nature of the declared emergency makes it impracticable or unsafe for the public body . . . to assemble in a single location; (ii) the purpose of the meeting is to discuss or transact the business statutorily required or necessary to continue operations of the public body . . . and the discharge of its lawful purposes, duties, and responsibilities” among other provisions; and

**WHEREAS**, member jurisdictions of the Northern Virginia Transportation Authority have adopted continuity of government ordinances pursuant to Va. Code Ann. § 15.2-1413 which ordinances, among other provisions, contemplate regional bodies of which the locality is a member meeting electronically to transact business to assure the continuity of government; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Northern Virginia Transportation Authority Governance and Personnel Committee hereby finds that meeting by electronic means is authorized because the nature of the declared emergency makes it both impracticable and unsafe for the Committee to assemble in a single location on October 8, 2020, to discuss and transact the business of the Committee listed on the October 8, 2020, Governance and Personnel Committee Agenda; and

**BE IT FURTHER RESOLVED**, that the Committee hereby finds that meeting by electronic means is authorized because the items on the October 8, 2020, Governance and Personnel Committee Meeting Agenda are statutorily required or necessary to continue operations of the Authority and the discharge of the Authority's lawful purposes, duties, and responsibilities; and

**BE IT FURTHER RESOLVED**, that the items on the October 8, 2020, Governance and Personnel Committee Meeting Agenda are encompassed within the continuity of operations ordinances adopted by member localities of the Northern Virginia Transportation Authority to assure the continued operation of the government during the disaster posed by the public health emergency resulting from COVID-19.

Adopted on the 8th day of October, 2020.

## NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

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

**FROM:** Dev Priya Sen, Financial Analyst

**DATE:** September 16, 2020

**SUBJECT:** Governance and Personnel Committee Meeting Schedule for the next 12 months

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- 1. Purpose.** Determine a Northern Virginia Transportation Authority (NVTa) Governance and Personnel Committee (GPC) meeting schedule for the next 12 months.
- 2. Suggested motion.** *I move the Governance and Personnel Committee adopt the proposed meeting schedule with any amendments from the October 8, 2020 meeting.*
- 3. Background.**
  - a. The GPC typically meets 1.5 hours prior to the monthly Authority meeting (5:30PM).
  - b. Previously, additional meetings have been called, as required, to discuss General Assembly matters.
  - c. Meetings without Action Items, or time sensitive Discussion Items are typically cancelled.
- 4. Meeting Options.** The following table provides the dates for consideration by the Committee.

Month	Thursday	Time	Notes
November	Nov. 12, 2020	5:30 PM	GA Pre-Filing Bills
December	Dec. 10, 2020	5:30 PM	
January	Jan. 14, 2021	5:30 PM	GA Convenes
February	Feb. 11, 2021	5:30 PM	
March	Mar. 11, 2021	5:30 PM	Sine Die
April	Apr. 8, 2021	5:30 PM	Reconvened Session
May	May 13, 2021	5:30 PM	If needed
June	Jun. 10, 2021	5:30 PM	If needed
July	July 8, 2021	5:30 PM	If needed
August	Aug. 12, 2021	5:30 PM	If needed
September	Sep. 9, 2021	5:30 PM	If needed
October	Oct. 14, 2021	5:30 PM	If needed

# Update on Virginia General Assembly Special Session and Preview to 2021 Regular Session

**Northern Virginia Transportation Authority**

**Ms. Baynard, MWC, LLC**

*October 8, 2020*







## How We Got Here – 2020 Regular Session

- Authority and stakeholders succeeded in restoring another \$50 million in dedicated revenue for Northern Virginia transportation needs
  - \$20 million each year in state revenues from the Commonwealth Transportation Fund via the Northern Virginia Transportation District Fund
  - \$.10/\$100 regional grantors tax
  - 1% increase in the regional transient occupancy tax (TOT) for the Metro Capital Fund, Prince William County, Manassas and Manassas Park to make up for a \$.05/\$100 reduction in their regional grantors tax
  - Then the global pandemic hit and the economy slowed



## How We Got Here – 2020 Regular Session Veto Session

- In recognition of the hard hit hospitality industry, the administration and General Assembly decided to delay all increases in TOT approved during the special session
- This delays full implementation of the Authority's replacement funding.
- As a result of action at the Veto Session
  - July 1, 2020 \$20 million from Commonwealth Transportation Fund starts
  - July 1, 2020 \$.05 new regional grantors tax for Authority starts
  - May 1, 2021
    - \$.10 new regional grantors tax for Authority starts
    - \$.10 reduced regional grantors tax for Metro Capital Fund starts
    - \$.10 reduced regional grantors tax for Prince William, Manassas and Manassas Park starts
    - 3% increased regional TOT starts for Metro Capital Fund, Prince William, Manassas and Manassas Park



## 2020 General Assembly Special Session Transportation Focused Matters

- The Governor proposed several language amendments that provide flexibility for VDOT and DRPT to maintain schedules for projects in FY 21-22 by
  - Using money programmed in the Revenue Sharing Program and other programs not needed until later years in the Six Year Program
  - The language does not change anything for the Authority's \$20 million from the Commonwealth Transportation Fund or the timing of the grantors and TOT changes made at the Veto Session
  - No project will be delayed due to this reprogramming and deadlines set for replacing money
  - Specific mention to making sure transit operating funds and the state's PRIIA match are available
- The House of Delegates approved additional language amendments:
  - Requires reports back to the General Assembly on funding actions planned and taken and results of actions taken to make changes at the project level of detail;
  - Prohibits the Commonwealth Transportation Board from taking action to change project allocations at the same meeting where they are proposed
  - Permits any joint meetings of public entities to be held remotely during a state of emergency for a health pandemic, i.e. the joint public meeting held by the Authority, NVTC, VRE and VDOT



## What's Next – the 2021 Regular Session

- This is a short session starting January 13, 2021
- COVID-19 will continue to dominate matters
  - Revenue impact for state and local governments
  - Assistance needed for individuals and companies
  - Healthcare response
- Economic Recovery
  - Reluctance to increase taxes
  - Government assistance to keep people working
  - Replenish the unemployment fund
- Criminal Justice Reforms
- Racial and Economic Equality Initiatives
- 2021 is an election year for the House of Delegates and statewide offices



## Proposed 2021 Focus Areas for the Authority

- Protect dedicated revenues including gains achieved in 2019 and 2020
  - State of the economy may make delaying TOT increase attractive and make any additional tax increases less feasible
  - Determine if 2019 interstate highway revenue sources have stabilized and become predictable within context of pandemic
- Protect Authority's ability to meet its mission
  - Conflicts from local projects is prompting citizens to attack the Authority's powers and constitutionality
  - Citizen outreach to state legislators complaining about actions the Authority has taken to fund local projects
- Support Authority members if needed regarding implementation of Six Year Program funding allocation and flexibility



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

## **NVTA 2021 State and Federal Legislative Program** (Adopted: XXXX)

### **PREAMBLE:**

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 Northern Virginia jurisdictions and agencies together to prioritize projects and implement solutions. In 2002, the Authority was created by an act of the Virginia General Assembly to develop and update a regional transportation plan of prioritized multimodal transportation projects to address the mobility needs of Planning District 8. 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.

### **2021 GENERAL ASSEMBLY SESSION LEGISLATIVE PRIORITIES:**

#### **I. 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 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. 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 per year for the Authority and its member jurisdictions.

In the 2020 General Assembly session, the Authority secured an additional \$50 million in replacement dedicated revenue sources. Starting May 1, 2021, the Authority and the member jurisdictions will have access to a \$.10/\$100 regional recordation tax and \$20 million annually from the state Commonwealth Transportation Fund. **NEW LANGUAGE**

The Authority seeks an additional \$32 million in annual dedicated revenue that will restore the region to pre-2018 levels of funding. The Authority favors statewide revenue as the first source of funding which helps limit additional burdens on Northern Virginia taxpayers already paying for extensive multi-modal transportation projects in the region.

## **II. AMEND THE VIRGINIA INVESTMENT OF PUBLIC FUNDS ACT TO INCLUDE FITCH RATINGS (New Position)**

Current Virginia Code limits which rating agencies public entities can consult for rating of any investment purchases. Today companies seek ratings from two of three of the following organizations – Standard & Poor’s, Moody’s Investor Service and Fitch Ratings. Virginia Code currently only recognizes Standard & Poor’s and Moody’s Investor Service. The Authority supports efforts to add Fitch’s Ratings as an acceptable rating agency for investment of public funds. **CAN REMOVE – SECURED DURING 2020 GENERAL ASSEMBLY SESSION**

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

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 in funding needs the Commonwealth is unable to meet to keep the regional economy and quality of life operating a high level. The Authority and member localities need stable and predictable revenue sources and powers to management the revenue in order to make decisions that reduce traffic congestion for residents and businesses of the region.

### **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) Transit Capital Funding: The Authority supports efforts to fully address the pending state funding reduction with statewide resources to ensure that all the Commonwealth's transit systems continue to receive appropriate state resources to provide critical transit services.** Accessible and affordable transit services are an integral component to resolving Northern Virginia's traffic congestion challenges.

**d) 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.

**e) 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 garages 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.
- c) **Sustainable Governance, Operating and Funding Reforms:** The Authority supports appropriate changes in governance structures and policies, operational practices, and funding sources as identified in legislation adopted by the General Assembly in 2018, to address WMATA's current and long-term challenges.
  - i. 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. WMATA Board governance reforms should recognize that those jurisdictions that fund Metro have a role in decision-making.
  - iii. Capital and operating funding agreements among all Metro stakeholders is essential to ensuring sustainable funding for maintenance and enhancements.
- d) **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)

## **FEDERAL LEGISLATIVE PROGRAM**

### **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 provide at least \$200 million annually to address urgent capital needs of the region's critical transit backbone.
- 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)*

As of 9-15-20

## **2021 Virginia General Assembly Schedule and Key Dates**

July 20, 2020	Bill prefiling period begins
November 30, 2020 5:00 pm	Last day to submit request to draft legislation to Legislative Services for a prefiled bill
December 3, 2020 Midnight	Last day for committees to act on legislation from the 2020 General Assembly session
December 16, 2020	Governor presents revenue forecast and budget
December 31, 2020 Midnight	Deadline for staff to return draft prefiled bills for review
January 8, 2021 5:00 pm	Last day to request Legislative Services redraft a prefiled bill
January 12, 2021 Noon	Staff will have all redrafts for prefiled bills available
January 13, 2021 10:00 am	Bill prefiling period ends
January 13, 2021 Noon	General Assembly Session Convenes
<i>In session calendar deadlines determined on first day of session</i>	
February 27, 2021	General Assembly Session Adjourns