



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, September 14, 2017

6:00pm

3040 Williams Drive, Suite 200

Fairfax, VA 22031

MEETING SUMMARY

I. Call to Order

Chair Hynes

- Chair Hynes called the meeting to order at 6:24pm.
- Attendees:
 - ✓ Members: Chair Hynes; Supervisor Nohe; Council Member Snyder; Delegate Minchew (arrived 6:34pm).
 - ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Carl Hampton (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Sarah Camille Hipp (Communications and Public Affairs Manager).
 - ✓ Other Attendees: Tracy Baynard (McGuireWoods, LLC); Ellen Posner (Fairfax County); Steve MacIsaac (Arlington County); Rob Dickerson (Prince William County); Kate Mattice (NVTC); Noelle Dominguez (Fairfax County); Bob Brown (Loudoun County); Tracy Gordon (Prince William County).

II. Approval of the Meeting Summary of the May 11, 2017 meeting.

- Council Member Snyder moved approval of the May 11, 2017 meeting summary; seconded by Supervisor Nohe. Motion carried with unanimously.

Discussion/Information

III. 2018 Legislative Program Development

Chair Hynes

- Ms. Baynard briefed the Committee on the development of the 2018 Legislative Program. She reviewed possible issues and initiatives, including:
 - ✓ General Assembly leadership changes
 - ✓ 2018-2020 State budget adoption
 - ✓ Transportation issues
 - ✓ Proffer legislation

- Ms. Baynard provided the Committee suggested changes to the Authority’s previous legislative program for the 2018 session.
 - ✓ Deletion of the statement of support for the Metro Safety Commission, due to the adoption of legislation to create the Commission.
 - ✓ A question was raised as to whether it is still relevant for the Authority to oppose the Department of Rail and Public Transportation’s (DRPT) decision to change the allocation of state funds for transit capital costs from the non-federal cost of a project to the total project cost. There was consensus to delete this statement. It was noted that there are other considerations as to the Authority’s position on transit capital funding that need additional thought. Ms. Baynard suggested adding a statement related to the Revenue Advisory Board’s report on the transit capital funding cliff, from a funding perspective and prioritization of State of Good Repair perspective. It was suggested that prioritization of transportation funding is a good thing, however, State of Good Repair funding in transit needs to be treated the same as it is with roadway funding.

(Delegate Minchew arrived.)

- ✓ Deletion of the statement that in July 2017 the Commonwealth Transportation Board (CTB) adopted changes to the guidelines for the Revenue Sharing Program. It was noted that the Authority should support not decreasing revenue sharing.
- ✓ A question was raised as to whether having a statement in support of enhanced capacity for Metro makes sense, knowing the immediate focus is funding for State of Good Repair. It was stated that there will be two major capacity enhancements in Northern Virginia in coming years, the extension of the Silver Line and the Potomac Yard Station. It was suggested that the Authority needs to acknowledge these. It was also noted that the existing statement may be in reference to increased capacity, as opposed to new capital projects. There was agreement to revise the enhanced capacity language to support strategic capital investments that maximize the current system to increase ridership and reduce congestion.
- ✓ A new Metro capital funding statement expressing support for all the regional entities to fund the ten year “Back to Good” plan and Metro reform was discussed. It was suggested that the economic impact of Metro be included in the statement.
- ✓ It was suggested that in addition to seeking to establish a regional gas tax floor, a ceiling be established as well. There was support to add this, however, it was noted that existing language is representative of legislation for the state gas tax floor. It was suggested that these are positions of the Authority and whichever way the position is framed, the Authority could support any legislation that is adopted establishing a floor. It was further suggested that the wording be revised to put the regional gas tax on par with the state gas tax legislation, with no reference to a floor or a ceiling.

- ✓ A question was raised as to whether the Virginia Railway Express (VRE) position needs to address the natural growth issue. It was stated that there are now two issues, natural growth and the Broad Run expansion. There was agreement to leave the VRE statement as it is written, but that there may be a need to add a statement regarding the Broad Run expansion in the future.
- ✓ There was agreement to revise the Smart Scale position to simply support the prioritization system.
- ✓ It was suggested that the Authority consider taking a position to support a state-wide platform to collect Transient Occupancy Taxes (TOT) from AirBNB rentals, as the Authority receives a percentage of these taxes and a state-wide platform would increase these revenues.

IV. Revisit Draft Project Advancement Policy

Chair Hynes

- Mr. Longhi stated that previously the Committee had recommended the adoption of the draft Policy 29 intended to accelerate project advancement. He summarized:
 - ✓ The policy had incorporated previous similar policies and added a 45 day period for reimbursements to jurisdictions that had not maintained an up-to-date project spend plan (Appendix B).
 - ✓ The Finance Committee had discussed the 45 day period, but had not advanced the policy due to discussion on the 45 day reimbursement period.
 - ✓ NVTA staff considers removing the 45 day period as an appropriate course of action.
 - ✓ During this summer there have been a number of inquiries from elected officials regarding the status of NVTA projects and what the NVTA was doing to encourage advancement.
 - ✓ Upon further review, over the summer NVTA staff recommends considering the tightening of project advancement timelines based on a review of other funding entity practices or policies in similar situations.
 - ✓ NVTA staff will return to the Committee with a recommendation.
- There was agreement to review the policy further and agreement toward tightening the timelines to encourage project advancement. It was noted that this might be a challenge for smaller jurisdictions and suggested the NVTA provide technical assistance to the smaller jurisdictions to assist with advancing projects.
- NVTA staff was requested to research what other transportation funding organizations undertake to address timely project advancement and report back to the committee.
- Ms. Backmon suggested that this may be improved just by having a Six Year Program and encouraging jurisdictions and agencies requesting the funds in the years they actually expect to need the money.
- Mr. Longhi stated that part of the solution will be ensuring that the funding strategy for the Six Year Plan demonstrates to external entities that that NVTA

funds will be available, thereby, reducing the temptation to money-bank projects to assure funding partners.

Next Meeting

- The next meeting of the Governance and Personnel Committee will be held in November.

Adjournment

V. Adjournment

- Meeting adjourned at 7:11pm.