



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

### GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, November 26, 2018

10:00AM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

### MEETING SUMMARY

#### I. Call to Order

Chair Cristol

- Chair Cristol called the meeting to order at 10:16AM.
- Attendees:
  - ✓ Members: Chair Cristol; Mr. Minchew; Mayor Meyer.
  - ✓ Authority Members: Chairman Nohe; Ms. Hynes.
  - ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Richard Stavros (Investment & Debt Manager); Peggy Teal (Assistant Finance Officer); Erica Hawksworth (Communication & Public Affairs Manager); Sree Nampoothiri (Transportation Planner); Yolanda Thomas-Jones (Clerk to the Board).
  - ✓ Other Attendees: Tracy Baynard (McGuire Woods Consulting LLC); Noelle Dominguez (Fairfax County); Bob Brown (Loudoun County); Paolo Belita (Prince William County); Rich Roisman (Arlington County); Rob Dickerson (Council of Counsel – Prince William County); Ellen Posner (Council of Counsel – Fairfax County Department of Transportation).

#### Non-Agenda Item

- Chairman Nohe appointed Chair Cristol temporary Vice Chair of GPC to lead the meeting.

#### II. Approval of Meeting Summary

- Motion to approve the minutes of the November 26, 2018 meeting of the GPC was made by Mr. Minchew, seconded by Mayor Meyer.

### Discussion/Information

#### III. Review of Executive Director 2018 Performance Goals

Chair Cristol

- Chair Cristol invited Ms. Backmon to review the provided recap of her 2018 Goals and other accomplishments.
- Ms. Backmon highlighted her 2018 performance goals, and accomplishments, noting:
  - ✓ Unanimous adoption of the Authority’s Inaugural Six Year Program (SYP) for FY2018 through FY2023, adopted on June 14, 2018.
  - ✓ The FY2018-2023 SYP included 44 regional multimodal transportation projects totaling \$1.285 billion.
    - After the adoption of the FY2017 Program, Ms. Backmon noted her commitment to not initiate another funding program until there was an updated TransAction---the first to be adopted since the passage of HB 2313.
    - The call for projects for the FY2018-2023 SYP was issued immediately after the adoption of the TransAction update in October 12, 2017.
    - There was unanimous support and recommendation of NVTA approval by the Authority’s two statutory committees: the Planning Coordination Advisory Committee, and the Technical Advisory Committee. The recommendations of the PCAC and the TAC were taken to the Planning and Programming Committee.
  - ✓ Hosted the third Annual Intelligent Transportation System (ITS) Roundtable on Innovative and Disruptive Technologies. There was maximum attendance as the event sold-out early. The Roundtable was attended by elected officials, industry leaders and jurisdictional and agency staff. The next ITS Roundtable is schedule for March 2019.
  - ✓ Developed and refined the methodology to assess Long Term Benefits (LTB) in alignment with the Authority’s adopted principles. The Authority adopted principles for assessing Long Term Benefits in December 2014.
    - NVTA staff developed a high-level methodology to assess the status of LTB and shared the results with the RJACC. The recommendation was to not to move forward and use as a tool in making funding decisions for the FY 2018-2023 SYP.
    - NVTA staff plans to share the revised methodology with the Authority in the Spring of 2019, prior to or in conjunction with the call for projects for FY2024-2025.
  - ✓ Hosted a Regional Transportation Forum, titled Transportation 101 for Northern Virginia Elected Leaders. There was participation from all regional entities including NVTC, VDOT, VRE, PRTC, TPB. An approximately 20 elected leaders throughout the region were on hand for the event.
  - ✓ Groundbreakings and Ribbon-Cuttings for Authority funded projects. Ms. Backmon noted the importance of citizens seeing how NVTA investments are directly impact them. Three groundbreakings were held in 2018 year with more to come before years end.
    - May 2018, Route 7 at the Dulles Toll Road in conjunction with the Commonwealth and Fairfax County.

- August 2018, Route 606 improvements and reopening of Van Buren Bridge in City of Falls Church.
- December, 5, Widening of Belmont Ridge Road.
- Tentative for December 2018, Northfax Intersection and Drainage improvement for the City of Fairfax.
- Tentative for December 2018/January 2019, PRTC Western Maintenance Facility. The Authority has \$16 million on the project, the Commonwealth through DRPT has about \$11 million. This facility will be used to house the commuter buses as part of the new commuter bus service for the Transform 66 Outside the Beltway Project. Ms. Backmon will send a 'save the date' to the Authority once the date is confirmed.
- ✓ Implementation of the Five-Year Strategic Plan adopted in November of 2017. NVTA staff are in the process of implementing various elements of the Plan. A one- year progress update will be presented to the Authority in January 2019.
- ✓ Secured the ability to incorporate HB599 into the current TransAction update and future TransAction updates.
- ✓ Developed a Communications Plan to improve the messaging of the Authority's role in regional, multimodal transportation planning and funding.
  - Implemented regular Eblasts with latest Authority news and actions.
  - Promotion of the Authority's media presence.
  - Ms. Backmon commended Erica Hawksworth, Communication Manager for doing outstanding job with developing and implementing the Communications Plan.
  - Building relationships with the local media with an emphasis on reporters specializing in transportation projects.
- ✓ Developed Funding Strategy for the FY2018-2023 SYP. NVTA staff worked in conjunction with the Finance Committee to develop a funding strategy for the NVTA's Six Year Program during a particularly difficult time due to the 2018 General Assembly Session.
  - Developed a finance strategy that the Finance Committee unanimously adopted and recommended to the Planning and Programming Committee.
- ✓ Developed multi-year IT strategy focused on building reliable systems backbone, project tracking and transportation modeling capacity.
  - Proposed and received approval for the Project Management and Monitoring System (PMMS), this allows for streamlining via automating the project application form for the SYP.
- ✓ Active support through the 2018 Legislative Program particularly as it pertains to transit funding
  - An example is the investment of \$250 million for the Route 1 Bus Rapid Transit project.
  - Additional investments in Metro projects.

- Supporting dedicated revenue for Metro.
- ✓ Implement the Investment Management and Monitoring Services allowing the automated credit monitoring of the Authority's \$1 billion investment portfolio.
- ✓ Chair Cristol requested clarity on the process of the Executive Director's performance review. Mr. Longhi responded, Chair Randall will send an email within a few days to solicit input for the Executive Director's performance review that will be discussed in the next GPC meeting. He added the comments will be consolidated and presented to the Authority at their January 2019 meeting.

#### IV. Preparation for the 2019 General Assembly Session

Ms. Backmon, Executive Director  
Tracy Baynard, Legislative Liaison

- Ms. Baynard gave a report of the 2019 General Assembly Session.
  - ✓ Ms. Baynard reviewed the Authority's revised draft 2019 State and Federal Legislative Program which explains the legislative issues of concern to the Authority, noting:
    - A section was added that outlines the Authority's history, funding, role and the requested changes.
    - Review of the 2 specific policy goals:
      - Restore long-term funding to the Authority.
      - HB599 Prioritization Process, transferring responsibility for the HB 599 analysis from VDOT to the Authority.
  - ✓ Ms. Baynard mentioned that she and Ms. Backmon have had a number of conversations with Deputy Secretary Nick Donohue and Commissioner Brich, which confirmed that the administration supports the efforts to transfer HB599 responsibility to the Authority.
  - ✓ Chair Cristol inquired about the current status of HB599. Ms. Backmon responded that the Authority needs autonomy over the HB 599 process, which would provide flexibility to conduct the evaluations. Ms. Hynes also noted that HB599 is an unfunded mandate that requires VDOT to conduct the evaluation at least every four years on a minimum of 25 projects.
  - ✓ Mayor Meyer asked about the value added that VDOT provides to the process and outcome. Ms. Backmon responded, HB599 is 'a' tool for project selection, not 'the tool'. She stated that the NVTA also assesses the quantitative and qualitative benefits of projects including geographic balance and model distribution.
  - ✓ Ms. Hynes suggested a recast of how it is stated in the draft program. Recognizing that the majority of people who voted for HB599 are no longer in the General Assembly. She suggested that verbiage be added to reflect:
    - NVTA support this tool as a value perspective on projects.
    - Having the ability to take on additional projects as the scope changes.

- Would allow the Authority to make better decisions.
- ✓ Mayor Meyer asked if the statutes changed, effective July 1, would VDOT be able to assign unto the Authority its software licensing rights. Mr. Longhi responded, it can be done as a rider under an existing contract. Ms. Backmon noted that while the law requires that the HB 599 be conducted using a computer simulated model, the law does not specify which model must be used. She added the NVTA used TRANSSIMS for the TransAction update, as it is the model that VDOT used for previous rounds of HB 599 evaluations. Ms. Backmon does not want the Authority to be restricted to the sole use of TRANSSIMS.
- ✓ Ms. Barnard discussed a third initiative, the flexibility in the funding of NVTA operation and administrative costs that currently exists for the Hampton Roads Transportation Accountability Commission (HRTAC). She noted that the HRTAC per a bill adopted in 2016, has the flexibility to use a variety of funding sources to fund their operations and administrative costs. Ms. Baynard inquired if the Authority should seek parody with HRTAC, regarding how the Authority funds its operating and administrative costs.
- ✓ Chair Cristol added she is supportive of this position based on the merits.
- ✓ Chairman Nohe added the NVTA is technically an unfunded mandate on the localities and being on par with HRTAC would give the Authority control of its own budget.
- ✓ Ms. Hynes inquired about the Committee’s support of the changes and additions regarding the restoration of NVTA revenues using the verbiage earlier discussed and suggested the word ‘loss’ be replaced with the word redirection, diversion or reallocation. She added the document should contain a statement ‘NVTA’s revenues have been reduced “X” percent. Ms. Baynard responded that there will be a second document with talking points for Authority members to be delivered to the General Assembly. She added it will be more nuanced and pointed than the language put in this document.
- ✓ Mr. Minchew mentioned that Loudoun County had similar yet stronger language in their 2019 Legislative Program. He suggested the Authority use this document as a resource.
- ✓ Ms. Hynes asked the Committee if they wanted to add a statement that reflects the loss of 30% local revenues. Ms. Baynard responded that the inclusion of the loss of the 30% makes the program stronger.
- ✓ Chair Cristol summarized the feedback noting:
  - The current language is fine with a few additions with ways to contextualize the impacts of the redirected funding, in terms of highly rated projects that went unfunded.
- ✓ Ms. Baynard referred to Page 2 of the document noting:
  - No major changes
  - Item B, Capital Funding was focused on the fiscal cliff, there is no longer a specific date for the transit fiscal cliff. However, there is still a concern about transit capital funding. Ms. Baynard explained

- this is purpose for the ‘State Funding’ section, the state continues the need to play a bigger role in providing capital and operating funds for transit systems across the Commonwealth.
- The WMATA section has been updated to reflect what happened in the 2018 General Assembly session.
  - ✓ Ms. Hynes commented that the fundamental issue is that the state of good repair for transit has to compete. She suggested a regional statement that reflects an understanding of the current process noting that state of good repair doesn’t compete on the highway side. There is a philosophical component that should be reflected.
  - ✓ Ms. Baynard highlighted the language on sustainable governance operating and funding reforms continues with the extension of PRIIA.
    - Chair Cristol mentioned the section is not clear and concise, noting.
      - Subject verb questioning as it relates to who and what’s being asked.
      - State and Federal is mixed together and it should be clear that PRIIA is a top priority for federal not state.
      - WMATA Bill (HB 1539) had a tremendous amount of new reporting and accountability requirements of which the Northern Virginia Transportation Commission (NVTC) has been working hard to implement
      - Ms. Baynard responded this is section written last year. She reminded the Committee the Authority made the decision prior to the General Assembly action-taking place, that as an entity, the Authority supports Metro and governance reforms. Ms. Baynard added, the Authority decided it would not be overly specific due to NVTC being the entity responsible for implementation. She noted, it was about stating the NVTA supports efforts to effect change for governance reform and support current needs.
  - ✓ Ms. Baynard noted her agreement with Chair Cristol as it relates to PRIIA funding, adding it is a federal action. She suggested continue expressed support for reformative actions.
  - ✓ Chair Cristol suggested the Authority continues to support PRIIA reauthorization at the federal level and the governance reforms indicated in the 2018 legislation and currently being led by NVTC.
  - ✓ Ms. Hynes suggested a commitment to continue a state investment regardless of PRIIA. Chair Cristol agreed.
  - ✓ Ms. Baynard added there will be a repeat of the same language in the PRIIA and Metro section of the document. This has been inherited from the NVTA policy. The NVTA does not lobby at the federal level.
  - ✓ Ms. Baynard stated the General Assembly session is going to be dominated by the budget, including the handling of federal reform, conformity, and the Wayfair retail tax decision.
  - ✓ Ms. Baynard confirmed the next GPC meeting will be December 13<sup>th</sup> at 5:30PM, prior to the Authority meeting. Ms. Backmon responded, the

Authority meeting was scheduled to begin at 6PM due to NVRC meeting. She added, the NVRC meeting is now canceled so the Authority meeting can begin at 7PM.

- ✓ Ms. Backmon noted she will send an email to Authority members noting the time change from 6pm to 7pm.

**V. Adjourned 11:30AM**

**Next Meeting: December 13, 2018 at 5:30PM**