



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, February 11, 2021

5:30 PM

NVTA Offices

Meeting conducted on WebEx and Live Streamed via YouTube

SUMMARY MINUTES

- 1. Call to Order** Chair Randall
 - ✓ Chair Randall called the meeting to order at 5:32pm.
 - ✓ Attendees:
 - Members: Chair Randall; Chairman McKay; Chair Wheeler, Board Member Cristol; Mayor Davis-Younger.
 - Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Peggy Teal (Assistant Finance Officer), Dev Priya Sen (Financial Analyst); Margaret Duker (Executive Asst/Clerk).
 - Other Attendees: Tracy Baynard (McGuireWoods Consulting LLC); Daniel Robinson (Council of Counsels – Fairfax County); Rob Dickerson (Council of Counsels – Prince William County); Steve MacIsaac (Council of Counsels – Arlington County); Joana Anderson (Council of Counsels).
 - Other Attendees: Jurisdictional and agency staff attended the meeting via the Authority's YouTube channel.

- 2. Resolution Finding the Need to Conduct the February 11, 2021 Governance and Personnel Committee Meeting Electronically** Chair Randall

Recommended Action: Adoption of Resolution

 - ✓ Chair Wheeler made the motion to adopt Resolution to Find the Need to Conduct Meeting by Electronic Communication Means during the Governor's Declared State of Emergency during COVID-19 Pandemic; seconded by Board Member Cristol. Motion passed unanimously.

- 3. Approval of the Meeting Summary of the January 14, 2021 Meeting**

Recommended Action: Approval of Meeting Summary, with abstentions from those who were not present.

 - ✓ Board Member Cristol moved approval of the January 14, 2021 Meeting Minutes; seconded by Chair Wheeler. Motion passed unanimously.

Discussion/Information

4. 2021 General Assembly Update (Verbal Report)

Ms. Backmon, Executive Director
Ms. Baynard, MWC, LLC

- ✓ Ms. Baynard updated the Committee regarding the ongoing General Assembly Session.
- ✓ She noted that the House Appropriations Committees have presented their amendments to the budget introduced by the Governor.
- ✓ She added that some items which would be of interest to the Committee from a Transportation perspective are as follows:
 - Following the adoption of the clean energy policy (Environmental Justice Act) last year, the next step in that direction is the adoption of Transportation infrastructure which is needed to enable Virginia meet its net zero emissions goal in 2045. As such, there were discussions on how to expand uses and access to vehicles powered by battery to boost personal uses. They also addressed vehicle miles travelled, green buses and weight limits of heavy vehicles illegally allowed on roads.
 - Also, the Bill to create an electric rebate program passed the House and is now at the Senate.
 - Delegate Keam's Bill which was aimed at funding schools to assist in buying electric buses, ended up as a fund holding spot with no additional money created at this time.
 - Further, a number of Bills advocating for the development of policies for statewide vehicle emissions standards also passed the House.
 - Another worth noting is the House Joint Resolution HB542 (The Transit, Equity and Modernization Study) by the Chair of the House Transportation Committee, Delegate McQuinn. The House has dedicated \$500,000 to fund the two-year Study and an interim report is due at the end of 2021.
 - With regards to Budget amendments, Ms. Baynard noted that the House retained \$5 million in general fund money for the Transit Ridership Incentive fund created last year. She explained that the transit incentive fund was mainly created:
 - To eliminate fares for low-income riders
 - To encourage more use of transit in urbanized areas like Northern Virginia, Central Virginia, especially the Richmond area and Hampton Roads
 - The House also retained the Governor's \$50 million to advance Intercity Passenger Rail service up to Washington D.C and also funded the Transit Equity Modernization Study.
 - The House and Senate dedicated money to the Transit Incentive Fund. This is to be used for reducing fares for low-income riders and secondly to boost transit in urbanized areas.
 - The Senate has a more extensive set of initiatives by using Virginia's share of the federal Coronavirus relief dedicated to state Highway Infrastructure Programs. Virginia estimates it will receive \$252 million – with \$37 million to be programmed by Metropolitan Planning Organizations (MPOs).
 - The Senate recommends allocating the remaining \$215 million in the following manner:

- \$22.4 million for FY 21 to fill funding gap in Virginia's share for Metro Capital Fund dedicated to SGR projects
- \$5 million for FY 21 to the Transit Ridership Incentive Program; \$2.5M from this amount to reduce or eliminate fares and \$2.5M to support regional programs focused on congestion reduction along long-distance commuter routes
- \$137.6M for FY 21 for Statewide Intercity Passenger Rail to extend service along the I-81/Rt.29 Corridor to Washington, D.C. Secretary is required to provide an assessment of total infrastructure costs to extend service to Bedford. This replaces Governor's proposal to use \$50 million in general funds
- \$40M for FY 21 for a Statewide Multi-Use Trail Initiative which replaces the Governor's proposal to use \$5 million in general funds
- CTB to program money for planning, development and construction of multi-use trails
- \$17.5M for Eastern Shore-Bay Coast Railway Rails to Trails
- \$17.5M for safety enhancements to W & OD Trail at Wiehle Avenue and improving intermodal connectivity of Cross Country Trail at Difficult Run
- \$2.5M for Fall Line Trail
- \$2.5M for Ivy Creek Trail and completion of the Tobacco Heritage Trail
- Requires the Office of Intermodal Planning and Investment to convene a work group to recommend a prioritization process, identification of new opportunities and funding needs assessment of new multi-use trails opportunities – report due October 15, 2021
- \$10M for FY 21 for the Transportation Partnership Opportunity Fund to support the smart infrastructure test bed partnership pilot between City of Falls Church and Virginia Tech
- Ms. Baynard noted that unfortunately, neither the House nor Senate were able to make appropriations to support Northern Virginia's share of the WMATA Capital Fund, mainly due to certain limitations regarding what the funding could be used for.
- Chair Randall further asked why the General Assembly went into Sine Die and are still working on old Bills.
- Ms. Baynard responded that a procedural resolution was negotiated by the House and Senate early on in January. This enabled them to have an agreement in place regarding how they were going to go about the Special Session. That is by vote, a Committee or body were allowed to 'carry over' Bills from the Regular Session into the Special Session.
- Ms. Backmon inquired whether the Metro funding being proposed is for FY2021 or FY2022 as the thought was that the Commonwealth was going to use some unobligated bonds to cover the deficit for FY22.
- Ms. Baynard responded that it is noted in the budget for FY2021 but depending on how things go, it might be tweaked for FY2022.
- Chairman McKay brought to Board Member Cristol's attention that Senator Saslaw has a proposed budget amendment that would withhold Metro's operating money from the Northern Virginia Transportation Commission (NVTC), which is the avenue through which NVTC localities are able to pay their Metro

operating subsidy). He noted that this budget amendment requires WMATA to rename the McLean Metro Station, something which WMATA has objected to doing. As such the budget amendment by Senator Saslaw seeks to enforce this name change before making the money available to NVTC.

- Chairman McKay noted that his County Board of Supervisors voted in support of the McLean Metro Station renaming and are also trying to work out a compromise to the situation. Nonetheless, he added that this amendment impacts every jurisdiction that is part of NVTC. If Metro does not receive this funding, they will seek the funding from the localities.
- Chair Randall asked what issue was at stake with the station name.
- Chairman McKay explained that Capital One built a large performing arts center as part of that station and wanted that noted in the station name. He added that his County Board are working on a generic compromise which would reflect the fact that there is a performing arts center within the station with directions to go with it, as that would be helpful in solving the issue.
- Board Member Cristol expressed her appreciation for what Chairman McKay and his Board are doing to help resolve the issue.
- Chairman McKay noted that they are doing their best to reach a compromise between Metro and Senator Saslaw in order to prevent a potential regional issue from getting worse.
- On a different note, Board Member Cristol expressed her interest regarding the multi-purpose trails initiative and asked Ms. Baynard to keep the Committee updated on how that pans out.
- Ms. Baynard responded that she is hoping some form of funding will be set up every year from this initiative, probably by the next administration to enable jurisdictions apply to for trail developments in their areas going forward.
- In response to this, Board Member Cristol commented that she hopes Members of the Authority would be in agreement with her regarding not seeing the Authority as the only source of funding for jurisdictions when it comes to constructing trails.

5. Adjournment: The meeting adjourned at 5:54pm.

Next Meeting: March 11, 2021 at 5:30 PM
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