



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

## **GOVERNANCE AND PERSONNEL COMMITTEE**

**Thursday, March 10, 2022**

**5:30 PM**

**NVTA Offices**

***An in-person meeting and live streamed via YouTube***

### **SUMMARY MINUTES**

#### **1. Call to Order**

Chair Wheeler, Chair

- ✓ Chair Wheeler called the Governance and Personnel Committee (GPC) meeting to order at 5:35 PM.
- ✓ Attendees:
  - Members: Chair Wheeler, Mayor Davis-Younger, Supervisor Alcorn for Chairman McKay, Board Member Karantonis for Board Chair Cristol. Not Attending: Chair Randall.
  - Staff: Monica Backmon (CEO), Michael Longhi (CFO), Jonathan Davis (Authority Secretary), and Margaret Ducker (Executive Assistant/Clerk to Board)
  - Other Attendees: Tracy Baynard (McGuireWoods LLC) attended remotely; Rob Dickerson (Prince William County); Joanna Anderson (City of Alexandria); Danielle Robinson (Fairfax County).
- ✓ Jurisdictional and agency staff as well as the public were able to view the meeting via the Authority's [YouTube Channel](#).
- ✓ Chair Wheeler sought to identify whether a quorum was present. Mr. Longhi advised that a quorum was not present. Due to this fact, approval of the January 13, 2022, Summary Minutes action item was tabled for the next meeting.

### **Discussion/Information Items**

#### **2. Annual Performance Review for Chief Executive Officer**

Mr. Longhi, CFO

- ✓ Chair Wheeler, consulting with Committee Members, used Chair's prerogative to move agenda item 4. Annual Performance Review of Chief Executive Officer as the next order of business.

- ✓ Mr. Longhi provided information regarding the previous process of the CEO's annual review and noted direction is needed from the GPC regarding the process for FY2022. Mr. Longhi noted that Authority Members would be asked to provide comments and requested that the GPC allow for this process to be on schedule by soliciting Authority Member comments in April.
- ✓ Chair Wheeler acknowledged the request and opened the floor for comments and questions from the Committee. The Committee provided direction to Mr. Longhi to proceed with the process using the same outline as last year after confirming the approach with Chair Randall.

### 3. 2022 General Assembly Session Update

Ms. Backmon, CEO

Ms. Baynard, McGuire Woods Consulting, LLC

- ✓ Ms. Baynard began the discussion on the 2022 General Assembly by identifying sine die as scheduled for Saturday; and further noted the likelihood that the Governor will call to reconvene the General Assembly to address differences in proposed legislation and finalize the State Budget.
- ✓ Ms. Baynard noted that one of the top issues needing to be resolved is the General Assembly identifying how much revenue will be available and what factors contribute to its ability to reconcile the allocation of funds. She further noted actions necessary before the final adjournment of the 2022 General Assembly and the Governor's budget approval.
- ✓ Ms. Baynard moved the discussion forward by identifying what bills have a direct impact on the Authority and transportation funding:
  - Senate Bill 251, introduced by Senator Surovell, is an attempt to find dedicated funding for bike pedestrian facilities or traffic calming initiatives not connected to a road widening. As introduced, this Bill would have diverted regional revenue directly from the Authority.
- ✓ Ms. Baynard added that after much conversation with stakeholders including Senator Surovell, SB 251 was amended as a study for VDOT to identify (1) Specific 20-year bike pedestrian traffic calming needs in planning district 8, and (2) What revenue sources are available to fund those initiatives. While SB 251 successfully moved through the Senate; Ms. Baynard pointed out that House leadership re-referred SB 251 to the Senate Transportation Committee. Due to deadline particulars SB 251 has essentially failed for 2022.
- ✓ Ms. Baynard noted that out of the bills introduced through the one-year delayed enactment of the repeal on grocery tax, only one has survived in both the House and Senate (HB 90 and SB 451):
  - Both bills reflect a retraction of 0.5% on the sales and use tax for groceries that provides revenue for the Commonwealth Transportation Fund. This results in a projected \$188.1 million (SB 251) and \$253.2 million (HB 90) loss in revenue for the biennium and approximately \$138 million annually thereafter.
- ✓ Ms. Baynard added that stakeholders are concerned about the loss of ongoing revenue for transportation because of many concerns including but not limited to: (a) How the revenue

supports operating and capital funding for transit, and (b) How it supports planning and capitol funds for roads and transit. Efforts are underway to encourage the General Assembly to identify a new ongoing dedicated revenue source by providing an assessment of long-term transportation funding within a certain timeline (shorter than 10 years).

- ✓ Supervisor Alcorn inquired on what would result from the General Assembly's Joint Conference Committee Report, whether the projected loss of revenue is expected to be between \$188.1 million and \$253.2 million.
- ✓ Ms. Baynard responded by noting that the projected loss in revenue in the biennium would likely be either of the two figures considering there is a different timeline. The House bill has the repeal going into effect on July 01, 2022, while the Senate bill has the repeal going into effect on January 01, 2023.
- ✓ Supervisor Alcorn noted that it is unfortunate not having a dedicated backstop on the projected loss in transportation revenue and added that Fairfax County is unhappy about it.
- ✓ Ms. Baynard echoed Supervisor Alcorn's sentiments and added that these specific concerns were expressed during the General Assembly with the chief issue being the long-term effects from the loss of transportation revenue.
- ✓ Ms. Baynard continued the 2022 General Assembly discussion by identifying proposed changes to the Transit Ridership Incentive Program (TRIP) which is designed to: (1) Provide state funds for local transit systems pilots for zero or low fare and, (2) Support long distance commuter transit initiatives in large metropolitan areas like Northern Virginia. Ms. Baynard made note of two bills that amend the TRIP by:
  - Guaranteeing at least 25% of funds are available for zero or low fare initiatives.
  - Ensuring that at least 25% of funds are utilized for regional transit long distance commuter transit initiatives and the remaining 50% of the funds being distributed at the discretion of the Commonwealth Transportation Board.
- ✓ Ms. Baynard finalized her 2022 General Assembly update by noting the Transportation Alternatives Program (TAP), its proposed program funding changes and where the Senate bill currently stands in the legislative process.

#### **4. Adjournment**

Chair Wheeler, Chair

- ✓ Chair Wheeler opened the floor for discussion and questions. Seeing none, Chair Wheeler concluded the meeting's information and discussion at 5:51 PM.