



Northern Virginia Transportation Authority

The Authority for Transportation in Northern Virginia

GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, December 8, 2022, **6:00 PM EST**

3040 Williams Drive, Suite 200

Fairfax, VA 22031

This meeting will be conducted in person and live streamed via [YouTube](#)¹

AGENDA

1. **Call to Order** Chair Randall, Chair

2. **Approval of November 10, 2022, Meeting Summary Minutes**
Chair Randall, Chair

*Recommended Action: Approval of November 10, 2022, Meeting Summary Minutes
[with abstentions from those who were not present]*

Action Items

3. **Recommend Authority Adoption of the 2023 NVTA Legislative Priorities**
Ms. Backmon, Chief Executive Officer
Ms. Baynard, Senior Vice President, McGuireWoods Consulting, LLC
*Recommended Action: Recommend Authority Adoption of the 2023 NVTA Legislative
Priorities*

Closed Session

(If needed)

4. **Adjournment** Chair Randall, Chair

Correspondence

Next Meeting: January 12, 2023, at 5:30pm

NVTA Offices

¹ *If technical difficulties arise, the meeting may be audio or video recorded. Any recordings will be made available on the [GPC's meeting webpage](#).*



GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, November 10th, 2022

5:30 PM

NVTA Offices

Meeting conducted in-person and live-streamed via YouTube

SUMMARY MINUTES

1. Call to Order

Chair Randall, Chair

- ✓ Chair Wheeler called the GPC meeting to order at 5:35 PM.
- ✓ Attendees:
 - Members: Chair Randall (5:41 PM), Chair Wheeler, Board Chair Cristol
 - Staff: Monica Backmon (CEO), Michael Longhi (CFO), Jonathan Davis (Authority Secretary), Amanda Sink (Executive Assistant)
 - Other Attendees: Supervisor Alcorn, Tracy Baynard (McGuireWoods LLC), Robert Dickerson (Prince William County), Christina Brown (City of Alexandria)

Action Items

2. Approval of October 13, 2022, Meeting Summary Minutes

Chair Randall, Chair

*Recommended Action: Approval of October 13, 2022, Meeting Summary Minutes
[with abstentions from those who were not present]*

- ✓ Board Chair Cristol moved approval the October 13, 2022, GPC Meeting Summary Minutes seconded by Chair Randall. Motion passed unanimously.

Discussion/Information

3. Update on Draft 2023 Virginia General Assembly Focus/Legislative Priorities

Ms. Backmon, CEO

Ms. Baynard, McGuire Woods Consulting, LLC

- ✓ Ms. Backmon noted work has continued on the draft 2023 Legislative Priorities and priorities are primarily the same as the adopted 2022 Legislative priorities except for the removal of the verbiage regarding committees' ability to meet virtually.
- ✓ Ms. Baynard noted the highlighted changes made to the verbiage on Draft NVTA 2023 Virginia General Assembly Focus One-Pager based on feedback from the committee at the October 13 meeting. She mentioned clarifying the language that the Authority strongly supports statewide revenue as the first source to restoration of long-term funding, and the potential for the state to take on a larger role of funding the Metro Capital Fund.
- ✓ Ms. Baynard also noted that language was added to restore the loss revenue to transportation funding due to the elimination of the 1.5% state sales and use tax on groceries starting on January 1, 2023. She mentioned that 0.5% went towards the transportation trust fund and a replacement

source of that revenue has yet to be identified. The fiscal impacts statement in the final bill noted from FY23 to FY28 the Commonwealth Transportation Fund would see a loss of \$741.4 million.

- ✓ Ms. Baynard expanded upon the last two priorities noting that the potential for another gas tax holiday initiative is unclear, and under transportation technology focus will be on the Commonwealth implementing the National Electric Vehicle Infrastructure (NEVI) Plan.
- ✓ Ms. Baynard concluded by stating that prefilled bills have occurred since July, but nothing has been filed related to transportation.
- ✓ Board Chair Cristol asked if NVTA's Transportation Technology Strategic Plan (TTSP) mentioned anything specific to speed camera technology and Ms. Backmon answered that the TTSP did not specifically call out speed cameras. Board Chair Cristol continued that it is an emerging priority for the Virginia Municipal League in its legislative program and as the region's collective transportation voice, if adding broad language on this topic is appropriate. Ms. Baynard added that this initiative can be addressed under the broader section of safety. Ms. Backmon added that strategy seven (7) in the TTSP, enhance regional coordination and encourage interoperability in the transportation system, would cover the initiative and a line can be added to the intent of the strategy to specifically address speed cameras. Ms. Baynard stated that she could add language that includes speed cameras, and Supervisor Alcorn clarified use of the broader term of automated traffic enforcement.

4. Adjournment

Chair Randall, Chair

- ✓ Chair Wheeler concluded the meeting at 5:45 PM.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Governance and Personnel Committee

FROM: Monica Backmon, Chief Executive Officer,
Tracy Baynard, McGuire Woods Consulting, LLC

DATE: December 1, 2022

SUBJECT: Recommend Authority Adoption of the 2023 NVTA Legislative Priorities

- 1. Purpose:** To seek Governance and Personnel Committee approval to recommend to the Northern Virginia Transportation Authority (NVTA) Adoption of the 2023 NVTA Legislative Priorities.
- 2. Discussion:** For review is four recommended (ongoing) priorities for 2023 (attached). The priorities provide a framework for the Authority to review and comment on any legislation or budget action that impact the Authority’s ability to advance regionally significant, congestion reducing, multimodal transportation projects in Northern Virginia. Included in the priorities is a continued focus on protecting and restoring regional funding and the effective use of technology in transportation solutions.

The attached priorities were amended to expand upon safety operations under the transportation technology priority. Per comments at the November 10, 2022, meeting of the Governance and Personnel Committee, the language now states support of local authorities advancing Automated Traffic Enforcement to enhance safety operations (see highlighted language). Further, information on Transportation Technology Strategic Plan (TTSP) was updated to include language on the newly adopted ninth strategy.

Attachment: 2023 NVTA Legislative Priorities



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

Northern Virginia Transportation Authority

2023 NVT A Legislative Priorities
12-8-22

The Northern Virginia Transportation Authority has several goals for the 2023 Virginia General Assembly session:

PROTECT DEDICATED REVENUE SOURCES AND POWERS OF THE NORTHERN VIRGINIA TRANSPORTATION AUTHORITY

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

The Authority will work with the General Assembly and the Administration to find an effective means of ensuring the region is not deprived of critically needed dedicated revenue to meet the multimodal transportation needs of our community. The Authority funds regionally significant multimodal transportation projects using a prioritization process required by law. We oppose any action that bypasses this process by mandating the spending of dedicated regional revenues outside of the prioritization process or dedicated locally controlled revenues by requiring set asides or any other action.

Any action to divert or remove dedicated revenue sources that generate revenue through state taxes or fees deposited into the Northern Virginia Transportation Authority Fund shall contain a method to restore or replace revenue sources to provide for similar revenue collections as of fiscal year ending June 30, 2018.

RESTORE ANNUAL LONG- TERM FUNDING TO THE AUTHORITY TO PRE-2018 LEVEL

An additional \$38.5 million in annual revenues is still needed to restore dedicated regional revenues to pre-2018 levels. The passage of HB 2313 was clear that dedicated regional revenues be used for regionally significant, multimodal transportation projects that reduce congestion. As such, the Authority and the region strongly supports statewide revenue as the first source of funding to replace diverted regional revenues. Previously diverted dedicated regional revenue sources could be returned to the Authority and its member localities if the Commonwealth were to take on a larger role in providing funding to the Metro Capital Fund.

With the 2018 action to create dedicated revenue for the Metro Capital Fund, the Northern Virginia region has absorbed an increase of twenty cents per \$100 in the Grantor's Tax and a three percent increase in the Transient Occupancy Tax to produce revenue to complete critical multimodal transportation infrastructure, and with local funds, provides 2/3 of the dedicated revenues to the Metro Capital Fund which supports State of Good Repair projects of the Washington Metropolitan Area Transit Authority (WMATA) to improve safety and reliability. Efforts to restore previously

diverted regional revenue sources should not come from additional taxes imposed on Northern Virginia.

PROTECT VIRGINIA'S DEDICATED TRANSPORTATION FUNDING

The Commonwealth of Virginia has primary responsibility for the region's multimodal transportation system. An efficient transportation infrastructure is critical to Virginia's ability to attract and retain jobs. Resources that keep transportation projects moving forward need to continue and grow to ensure the Commonwealth can support the infrastructure that moves the goods and people that support the region's businesses, residents, and visitors. A replacement vehicle should be adopted to restore loss of state transportation funding resulting from the elimination of the state sales and use tax on food and personal hygiene products.

SUPPORT USE OF EFFECTIVE TRANSPORTATION TECHNOLOGY

The Northern Virginia Transportation Authority Transportation Technology Strategic Plan (TTSP) was developed as a tool for establishing a proactive approach to innovation, which keeps congestion reduction top of mind. It is comprised of an Action Plan and **nine** strategies that address **congestion reduction, accessibility, cybersecurity/privacy, autonomous vehicles (especially zero-occupancy passenger vehicles), pricing mechanisms, communications infrastructure, regional interoperability, enhanced mobility through technologies in transit, and electric vehicle infrastructure**. TTSP activity will be grounded in the Authority's vision and core values including equity, sustainability, and safety. **The Authority's TTSP provides a foundation for the organization and its members to participate in implementing the Commonwealth's National Electric Vehicle Infrastructure (NEVI) Plan to advance use of low or zero emission vehicles in Virginia and expanding local authority to take advantage of Automated Traffic Enforcement technologies to enhance traffic operations and safety.**

Background on Dedicated Regional Transportation Funding Sources

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 regional jurisdictions and agencies together to plan and program regional multimodal transportation projects focused on relieving congestion.

The landmark HB 2313 (2013) statewide transportation funding legislation also provided new, sustained regional funding for the Authority and its member jurisdictions.

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 two percent Transient Occupancy Tax and the fifteen cents per \$100 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 2019 and 2020, actions were taken to increase taxes in Northern Virginia and dedicate state transportation funding to partially restore funding diverted from the Authority and local governments.

To date, the Authority is advancing a total of **122 regional multimodal transportation projects, totaling \$3.1 billion**, for congestion reduction throughout the region. The Authority has distributed an additional \$868 million to member localities for transportation needs within their jurisdiction.