



## **SUMMARY MINUTES**

Thursday, April 13, 2023

7p.m., ET

3040 Williams Drive, Suite 200

Fairfax, VA 22315

*This meeting was conducted in person and livestreamed via [NVTA's YouTube Channel](#)*

**1. Call to Order** Chair Randall

- ✓ Chair Randall called the meeting to order at 7:01 p.m. and asked that the roll be called.

**2. Roll Call** Mr. Davis, Board Secretary

- ✓ **Member Attendees:** Chair Phyllis J. Randall, Vice Chair David Snyder, Supervisor Walter Alcorn (Remote-VA-Personal), Chair Ann Wheeler, Board Member Katie Cristol, Mayor Justin Wilson, Mayor Michelle Davis-Younger, Mayor Jeanette Rishell, Mayor Catherine Read, Supervisor Pat Herrity, Mary Hynes, Jim Kolb (7:03), John Lynch, Todd Horsley.  
**Non-Attendees:** Senator Jennifer Boysko, Mayor Derrick Wood, and Anthony Bedell.

- ✓ **Staff Attendees:** Chief Executive Officer Monica Backmon, Executive Assistant to CEO Amanda Sink, Chief Financial Officer Michael Longhi, Board Secretary Jonathan Davis, Communications & Marketing Coordinator Abigail Hillerich, Assistant Finance Officer Peggy Teal, Senior Transportation Planner Dr. Sree Nampoothiri, Regional Transportation Planners Mackenzie Love, Ian Newman, and Hannah Pajewski.

- ✓ **Council of Counsels:** Daniel Robinson-Fairfax County, Rob Dickerson-Prince William County, MinhChau Corr-Arlington County, Christina Zechman Brown-City of Alexandria.

- ✓ **Other Attendees:** Sr. Vice President Tracy Baynard, McGuireWoods Consulting LLC., Director of Electrification Kate Staples, Dominion Energy.

*Members of the Public were in person and were able to watch the meeting livestreamed via [NVTA's YouTube Channel](#)*

**3. Approval of March 9, 2023, Meeting Summary Minutes** Chair Randall

- ✓ Chair Wheeler moved Authority approval of the March 9, 2023, Meeting Summary Minutes and seconded by Vice Chair Snyder. The motion was unanimously approved with an abstention from Board Member Cristol.

## **PRESENTATIONS**

**4. Dominion Energy Electric Transportation**

Kate Staples, Director of Electrification, Dominion Energy

- ✓ Ms. Staples began the presentation by sharing information about Virginia and the nationwide Electric Vehicle (EV) Market. She noted that the national EV sales market share for last year was at 6% while the Virginia EV sales market share for last year was at

8%. She highlighted that these sales market shares numbers are because automakers are committing to more EV models with nearly every major automaker targeting up to 50% EV sales by 2030. Automakers are also phasing out Internal Combustion Engine Vehicles (ICEV) by 2035. She also noted that there are several policies that provide EV incentives to include infrastructure and vehicle tax incentives and general grant opportunities. Ms. Staples pointed out that state policy will drive EV adoption subsequently increasing EV sales and the phasing out of ICEVs. She stated that Virginia saw the sale of approximately 66,000 EVs in 2022 and is projected to see 500,000 by 2030 and 4.3 million by 2050.

- ✓ Ms. Staples identified three priorities of Dominion Energy: (1) Ease of Adoption, (2) Universal Access, and (3) Support Demand Growth. She noted that education and public engagement can facilitate the ease of adoption, ultimately focusing on public awareness. She shared two new tools, the Hosting Capacity Map and Fleet Tools, that are aimed at providing key information for personal, commercial, and fleet EV usage and expansion. The Hosting Capacity Map shows how much capacity is available to charge an EV within a territory. Fleet Tools provides information to customers on how to repair EVs, and identify fuel, carbon, and maintenance savings, as well as help customers identify impacts on their electric bill and future charging needs.
- ✓ Ms. Staples noted Dominion Energy's four EV programs offered to customers: (1) Charging at Home, (2) Charging on the Go, (3) Charging your Fleet, and (4) Charging for Everyone. She further noted that:
  - 80% of charging happens at home.
  - Charging availability is the #1 consumer concern.
  - EVs cost less to fuel and maintain.
  - Poor air quality disproportionately impacts low-income communities.
- ✓ Ms. Staples concluded by highlighting the Electric School Bus Initiative which allows Dominion Energy to partner with local school districts that are transitioning their existing school bus fleet into electric. Some partnerships include City of Falls Church, City of Fairfax, City of Alexandria, and City of Fredericksburg.
- ✓ After Chair Randall opened the floor for questions, Mayor Wilson referenced Dominion Energy's Smart Charging Infrastructure Pilot Program (SCIP) and inquired if something new will be offered. Ms. Staples noted that SCIP, being a rebate program, will see some expansion based on program participant feedback. Mayor Wilson followed up by noting that some constituents in Alexandria are looking for ways to get infrastructure in place given many of them live in multifamily dwellings and are unable to do so on their own.
- ✓ Chair Randall noted the discussion surrounding hosting capacity and referenced the question, "Is the grid ready?" She then inquired if it is safe to assume that the electricity is available versus the charging infrastructure in place. Ms. Staples answered in the affirmative and noted that we do need more charging stations. Chair Randall further inquired if something needs to be done with the grid to accommodate faster charging stations. Ms. Staples noted that education can provide a better understanding of when a high-capacity charging station is needed than a regular charging station.

- ✓ Vice Chair Snyder described the current state of EV charging as chaotic. He then asked Ms. Staples if she could offer any recommendations that would help alleviate the disorganization and provide a comprehensive approach. Ms. Staples agreed it is fragmented and recommended that each jurisdiction identify and work toward a transportation plan that will address their interests. Vice Chair Snyder also asked what percentage of Dominion Energy’s energy is produced using renewables versus fossils fuels. Ms. Staples noted that their grid is about 40% carbon neutral which includes nuclear, high drill and renewables.

*E.D. Note: Item 5. The Infrastructure Investment & Jobs Act (IIJA) Funding Opportunities Overview presentation will be presented to the Authority at a future meeting.*

## DISCUSSION/INFORMATION ITEMS

### **6. Update on the Transportation Planning Board’s Facilitated Listening Session on Proposed Visualize 2050 Projects**

Ms. Backmon, Chief Executive Officer  
Dr. Nampoothiri, Senior Transportation Planner

- ✓ Ms. Backmon reported that there were a few Authority Members (Vice Chair Snyder, Mayor Rishell and Mr. Lynch) in attendance during the National Capital Region’s Transportation Planning Board’s (TPB) Virtual Listening Session for Virginia TPB members. She noted that the TPB hosted the listening sessions for Virginia, Maryland, and D.C. so that the transportation agencies and localities could speak to their goals and processes as it relates to TPB’s goals and priorities. She further noted that the TPB and NVTA have a lot in common in respect to goals and priorities.
- ✓ Ms. Backmon reviewed the TPB’s Resolution R19-2021 (June 2021), which the TPB resolved to initiate the full update of Visualize 2045, that consider multiple build scenarios and analysis of each scenario’s impact on the region’s adopted goals and targets, including greenhouse gas (GHG) emissions. It further resolved that “the development of such plan will be based on the concept of “Zero Based Budgeting’ where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan, provided that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such requirement.” Ms. Backmon noted some of the concerns NVTA staff has with TPB’s Zero-Based Budgeting (ZBB) approach. ZBB means projects that do not have funding committed to them would have to be resubmitted for consideration in the Fiscally Constrained Long-Range Transportation Plan (CLRP). The TPB is having all projects be resubmitted and identify the exemption of projects for reconsideration that are already under construction or have funding identified (green list). She added that projects that have no committed funding will be examined by how they align with TPB’s priorities and goals for inclusion in the CLRP (orange list). Ms. Backmon noted the concern that when a jurisdiction or agency submits a project that is not in the current CLRP and has recently received funding, such as through the Authority’s next Six Year

Program update, such projects will be incorporated in the orange or green list. Ms. Backmon highlighted the concern that the TPB staff memo to the TPB suggested that projects in the orange list may be dropped from CLRP.

- ✓ Ms. Backmon also noted that more clarity is needed regarding the process for ZBB and to understand how a project will be evaluated on advancing TPB's goals and priorities. She pointed out that as TPB is the federally designated Metropolitan Planning Organization (MPO), they are required to conduct an Air Quality Conformity Analysis. The Air Quality Conformity Analysis is usually carried out at the plan level (all projects) and not the project level (individual projects), and NVTA staff have asked TPB staff to clarify if the determination will be conducted on each project or the overall plan.
- ✓ Mr. Lynch noted that the Listening Session went well and thanked locality staff from Loudoun County, Prince William County, Fairfax County, Arlington County and City of Alexandria who were involved in presenting their project selection and how their projects relate to TPB's goals. He further noted that moving forward, the localities and the Virginia Department of Transportation (VDOT) will review and assess whether projects are consistent with the TPB's goals and priorities. Mr. Lynch further noted the TPB's responsibility to conduct the Air Quality Conformity Analysis.
- ✓ Vice Chair Snyder noted that this process is useful. He stated that TPB can be viewed as a rubber stamp but must be careful to ensure the states and localities exercise their role with respect to decision making.
- ✓ Ms. Backmon noted that NVTA staff will continue to collaborate with VDOT, jurisdictions, and TPB staff to get clarification on these concerns.

#### **7. Programming Recommendations of the Additional FY2024-2029 Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) Funds**

Ms. Backmon, Chief Executive Officer  
Ms. Love, Regional Transportation Planner

- ✓ As a reminder, Ms. Backmon noted that each year, NVTA makes recommendations to the Commonwealth Transportation Board (CTB) on the allocation of Congestion Mitigation Air Quality Improvement Program (CMAQ) and Regional Surface Transportation Program (RSTP) funds for an "out year" that is six fiscal years in the future. She noted that as the year of funding nears, there are changes in the amount of funding that is available to the region through these programs.
- ✓ Ms. Backmon expressed her enthusiasm in sharing that for Fiscal Year (FY)2024-2029, more funds are available than initially anticipated. She noted that this will impact both the recommendations for allocation of FY2029 funds that the Authority approved last month, and allocations previously made to projects in FY2024-FY2028.
- ✓ Ms. Love highlighted that this resulted in an additional \$2,025,372 in CMAQ funds and \$12,483,363 in RSTP funds for the region. She shared that NVTA staff worked with

the Regional Jurisdiction and Agency Coordination Committee (RJACC) to identify projects that had previously been approved by the Authority to receive CMAQ and RSTP funds for recommendations of the additional funds. These recommendations were then discussed and approved by the RJACC at their March 23<sup>rd</sup> meeting. It is anticipated that the CTB will take action to finalize these allocations at their June 2023 meeting.

## **8. Finance Committee Report**

Mayor Rishell, Chair  
Mr. Longhi, Chief Financial Officer

- ✓ Mayor Rishell reported that the Finance Committee did not meet this month and shared some information on current and future activities. She noted that the recently adopted policy change regarding excluding invoices older than 18 months from reimbursements is having a significant impact even prior to the June 9<sup>th</sup> effective date. She further noted that since NVTA staff began advising their regional counterparts of the implementation, reimbursement requests have increased about 160% over last year. The duplicate audit process that protects the Authority from inadvertent mistakes by project sponsors will continue and is expected to be finalized this summer.
- ✓ Mayor Rishell also reported that NVTA staff has begun to review revenue estimates for FY2024-FY2029 which will then be submitted to the Finance Committee for consideration. She noted that the estimates are central to determining the PayGo estimates for the FY2028/FY2029 update to the Six Year Program.
- ✓ Mayor Rishell shared that the Northern Virginia Regional Commission (NVRC) has been invited to make a lease renewal presentation to the Finance Committee. Details on NVRC's presentation topics are included in the meeting packet.
- ✓ Mayor Rishell concluded her report by noting that the Finance Team is procuring recommendations and options for the Finance Committee related to updating portfolio performance benchmarks as well as policy updates being prepared as part of submitting the Authority's investment policy for national and international certification.

## **9. Governance and Personnel Committee Report -Update on 2023 General Assembly Session**

Chair Randall

Ms. Baynard, Sr. Vice President, McGuireWoods Consulting, LLC.

- ✓ Ms. Baynard reminded everyone of the Transit Ridership Incentive Program (TRIP) and noted that the General Assembly expanded what initiatives could be funded under TRIP. Initially, up to 30% of the funds could be used for transitioning to electric vehicles as well as transit facilities that support riders such as bus shelters, and ADA compliance projects, etc. Ms. Baynard noted that the Governor submitted recommendations to amend SB 1326 and HB 2338 which removed the availability of funds for transitioning to electric vehicles and added safety for passengers, drivers, and transit employees. The General Assembly accepted the Governors recommendations, and the bill has been sent to the Governor for final signature.

- ✓ Ms. Baynard also noted that safety will continue to be a priority in 2024, particularly concerning the continued rise in serious injuries and fatalities in Virginia. Based on data compiled by VDOT, Ms. Baynard noted that speed is a large contributor to the increased safety concerns. She also noted the discussion questioning if there could be expanded authority to utilize speed cameras in more targeted areas based on gathered data.
- ✓ Chair Randall inquired, besides substance use and speed, are there any other major factors contributing to unsafe driving. Ms. Baynard noted that data points to distracted driving, speed, driving under the influence, and lack of wearing a seatbelt are all contributors.
- ✓ Mayor Rishell asked if there was any discussion supporting increased funding for pedestrian education. Ms. Baynard noted that there will be additional funding available to educate the public regarding safety measures like wearing a seatbelt, and that buzzed driving is impaired driving.
- ✓ Vice Chair Snyder noted that he would like to see additional funding for pedestrian and bicycle infrastructure. Ms. Baynard shared that with the additional federal funding, the state has had more money to offer to localities. Ms. Hynes noted that the CTB made the decision to put highway safety funds toward systemic improvements which will run through 2040. She noted that the CTB is currently looking at other ways to fund highway safety needs.
- ✓ Board Member Cristol asked if there was any awareness of the Toward Zero Deaths initiative and whether it was still in effect. Ms. Hynes noted that nothing has changed. Board Member Cristol added that with having available data, some conclusions can be made to direct funds appropriately and with the intent to decrease serious injuries and fatalities.
- ✓ Chair Wheeler advised that Prince William County just implemented a red-light camera pilot in school and construction zones. She noted that one of the reasons for having these cameras in place is that widely used software and applications like Google Maps and Waze might say “speed camera ahead”, and such indicators can affect driver behavior.
- ✓ Chair Randall asked if there are any cross-section studies where marijuana has been legalized and whether serious or fatal accidents were caused by marijuana.

#### **10. Chief Executive Officer’s Report**

Ms. Backmon, Chief Executive Officer

- ✓ Ms. Backmon noted that the CTB Six Year Improvement Program public meeting and the legislatively mandated joint public meeting with the regional transportation agencies, will be held on May 1<sup>st</sup> at the VDOT NoVA District offices and will also be live-streamed. She noted that consistent with HB 2034 (2023), the TPB was invited to participate in the meeting.
- ✓ Ms. Backmon also noted that NVTA’s Preliminary Deployment Plan for a Regional Bus Rapid Transit System non-mandatory pre-Request for Proposal (RFP) Open House and

Consultant Briefing was held on March 30<sup>th</sup> at the NVTA offices. The RFP was posted on April 6<sup>th</sup> with a response deadline of May 11<sup>th</sup>.

- ✓ Ms. Backmon highlighted that the 8<sup>th</sup> Annual Northern Virginia Transportation Roundtable was held on March 22<sup>nd</sup> and was a success.
- ✓ Lastly, Ms. Backmon recognized the newest member of NVTA staff, Hannah Pajewski, who will be working as a Regional Transportation Planner.

**11. Chair's Comments**

*No Comments*

Chair Randall

**12. Adjournment**

- ✓ Chair Randall adjourned the meeting at 8:02 p.m.

Chair Randall

**NEXT MEETING: May 11, 2023, at 7:00 p.m., ET**  
**At NVTA Offices**