

2018 General Assembly Status Report

DRPT Rail and Public Transportation Related Bills

Bill Number/Bill Points	Status
HB 384 (Keam) Washington Metropolitan Area Transit Authority Board of Directors; review of Board Directs the Secretary of Transportation to conduct a review of the Washington Metropolitan Area Transit Authority Board of Directors membership provisions.	Passed House 100-0 Assigned to Senate Rules
HB 765 (C. Jones) Transportation processes in the Commonwealth; responsibilities of transportation entities, funding. Expands the responsibilities of the Office of Intermodal Planning and Investment of the Secretary of Transportation (Office) to include annual coordination with VDOT and DRPT on the SMART SCALE and Six-Year Improvement Plan.	Passed House 98-2 Assigned to Senate Transportation
HB 727 (Delaney) Virginia Freedom of Information Act; exclusion of records relating to public safety Technical amendment to existing FOIA exemption relating to disclosures of safety related information that could adversely impact an active safety investigation as part of DRPT's federally mandated state safety oversight of fixed guideway rail transit systems in the Commonwealth. Clarifies outdated federal code reference to ensure continuity of disclosure protections.	Passed House 98-0 Passed Senate 40-0 Enrolled bill awaiting Governor signature
HB 768 (C. Jones) Motor Vehicles Fuel Tax Establishes floor on the regional 2.1% motor vehicles fuels tax imposed in Northern Virginia and Hampton Roads.	Passed House 84-15-1 Assigned to Senate Finance

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<p>HB 1539 (Hugo)</p> <p>Mass Transit; establishing various funds to improve transportation Authorizes \$105 million annually in additional capital funding to WMATA through dedication of existing statewide and regional revenue sources, and existing regional revenue sources conditional on DC and Maryland providing requisite annual funding, and WMATA providing new accountability and performance reporting. Statewide sources include recordation tax revenues currently dedicated to Northern Virginia, as well as motor vehicle rental taxes currently dedicated to VDOT and previously dedicated to REF. Regional sources include increase in transient occupancy tax in WMATA jurisdictions only</p> <p>Creates a revolving account for WMATA Capital Funding for NVTC annual distribution. Streamlines the existing Mass Transit Account to provide a dedicated funding formula for CTB allocations to WMATA operating and capital, statewide transit operating, statewide transit capital, and special. Creates legislatively appointed Metro Reform Commission. Reduces Virginia membership on WMATA Board to 2.</p> <p>Requires CTB to develop a project based prioritization process for the statewide transit capital program beginning in 2020.</p> <p>Does not address the revenue loss of CPR bond sunsets in the statewide transit capital program. Senate Finance considered but voted down a provision to extend the statewide sales and use tax to Transportation</p>	<p>Passed House 78-21 Assigned to Senate Finance</p>

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SB 683 (Stuart)	Commuter Rail Operating and Capital Fund Creates the Commuter Rail Operating and Capital, similar in construct to IPROC. No funding provided in this bill.
Passed Senate 40-0 Assigned to House Appropriations	

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<p>SB 856 (Saslaw/Barker)</p> <p>February 27, 2018</p>	<p>Mass Transit; makes numerous changes to administration of and revenues to transit</p> <p>Authorizes \$154million annually in additional capital funding to WMATA through dedication of existing statewide and regional revenue sources, and increased regional revenue sources conditional on DC and Maryland providing requisite annual funding, and WMATA providing new accountability and performance reporting. Statewide sources include recordation tax revenues currently dedicated to Northern Virginia, as well as motor vehicle rental taxes currently dedicated to VDOT and previously dedicated to REF.</p> <p>Regional sources include increase in transient occupancy tax in WMATA jurisdictions, and authorizations for localities regarding use of commercial and industrial taxes. Reduces Virginia membership on WMATA Board to 2. Imposes a regional gasoline tax floor on Northern Virginia and Hampton Roads. NOVA revenues dedicated to WMATA and VRE. Revenues to VRE to be deposited into newly created Commuter Rail Operating and Capital Fund.</p> <p>Creates a revolving account for WMATA Capital Funding for NVTC annual distribution.</p> <p>Streamlines the existing Mass Transit Account to provide a dedicated funding formula for CTB allocations to WMATA operating and capital, statewide transit operating, statewide transit capital, and special. Requires CTB to develop a project based prioritization process for the statewide transit capital program beginning in 2020. Does not address the revenue loss of CPR bond sunsets in the statewide transit capital program. Senate Finance considered but voted down a provision to extend the statewide sales and use tax to Transportation Network Companies (TNC) which would generate an estimated \$21 million annually for the statewide transit capital program.</p>	<p>Passed Senate 25-15 Assigned to House Appropriations</p>

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Bill Number/Bill Points	Status
HB 30 Item 445 1h	Technical correction for inaccurate item and code references Added to HB 30 Subcommittee Report on 2/18
HB 30 Item 445 2h	Removal of Bond Authorization/Investigate Feasibility of MELP Requires DRPT to convene a workgroup that includes representatives from the Northern Virginia, Potomac and Rappahannock, Hampton Roads Transportation District Commissions (NVTC, PRTC, HRT) and other transit agencies as well as VML and VACO to examine the possibility of establishing a Major Equipment Leasing Program (MELP) to assist transit agencies fund the purchase of transit equipment. Added to HB 30 Subcommittee Report on 2/18
HB 30 Item 445 3h	Transit Capital Prioritization process Requires CTB to implement project-based prioritization for the statewide transit capital program by July 1, 2019 Added to HB 30 Subcommittee Report on 2/18
HB 30 Item 445 4h	Establish Separate Allocation for WMATA Establishes separate allocation for Metro to ensure that funding for other statewide transit properties is not impacted by changing Metro allocations and makes other technical corrections to the language in Item 445 as included in House Bill 30 as introduced. The funding sub allocations mirror language included in House Bill 1539, 2018 Session of the General Assembly as adopted by the House. Added to HB 30 Subcommittee Report on 2/18
HB 30 Item 445 5h	Distribution of Transit Operating Funds Requires that transit operating funds be distributed based on service delivery factors beginning in fiscal year 2020. Legislation adopted by the 2013 General Assembly began the process of utilizing these factors, developed by transit providers and local governments, for a portion of operating funds in fiscal year 2014. This expands this process to relate to all operating funds in fiscal year 2020, six years after the process was initiated. Added to HB 30 Subcommittee Report on 2/18

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Bill Number/Bill Points	Status	
HB 30 Item 445 6h	Transit Property Strategic Plans Requires that transit operating funds be distributed based on service delivery factors beginning in fiscal year 2020. Legislation adopted by the 2013 General Assembly began the process of utilizing these factors, developed by transit providers and local governments, for a portion of operating funds in fiscal year 2014. This expands this process to relate to all operating funds in fiscal year 2020, six years after the process was initiated.	Added to HB 30 Subcommittee Report on 2/18
HB 30 Item 446 1h	Technical correction for inaccurate item and code references	Added to HB 30 Subcommittee Report on 2/18
HB 30 Item 446 2h	Shortline Preservation Fund Directs DRPT to investigate the eligibility of a rail line formerly owned by Norfolk Southern for grants from the Shortline Railway Preservation and Development Program.	Added to HB 30 Subcommittee Report on 2/18
HB 30 Item 453 1h	Removal of Gas Tax Floor Funding Pending Final Legislation Removes funding for WMATA that mirrored the introduced version of House Bill 1319. Alternate legislation has been adopted that contains different funding mechanisms. Once legislative agreement has been finalized, the appropriate funding levels will be included in the conference report for the budget. This amendment only impacts the NVRTA funding levels, the introduced budget did not recognize the additional funding accruing to the HRTAC, which also will be added if the gas tax floor is imposed in the regions.	Added to HB 30 Subcommittee Report on 2/18
SB 30	Eliminate Proposed Transit Capital Bonds Eliminate a proposed authorization of \$110.0 million in new transportation revenue bonds.	Added to SB 30 Subcommittee Report on 2/18

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SB 30	Remove WMATA Funding Proposal Removes the proposed increase in regional taxes for funding of the WMATA Metro capital replacement program.
Added to SB 30 Subcommittee Report on 2/18	