



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

2018 General Assembly Update

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WMATA

- **Two bills moving**
 - **SB856 (Saslaw) passed Senate 25-15**
 - **HB1529 (Hugo) passed House 78-21**
- **Each address to varying degrees the following—**
 - **WMATA capital funding**
 - **WMATA reforms**
 - **Statewide transit prioritization**

SB856 (Saslaw) – WMATA Funding

- **Provides \$154M/year in capital dedicated funding to WMATA**
 - **State, existing regional, new regional and existing local funds are used**
- **Funds are deposited in new WMATA Capital Fund**
- **80% of funding is bondable**
- **Includes one-time authorization of \$50M in bonds to extend Virginia’s ability to match federal PRIIA funds for WMATA**

SB856 (Saslaw) – WMATA Reforms

- **Limits operating assistance growth to 3% annually or 20% of state funds can be withheld**
- **Provides WMATA a fixed percentage of state transit funds to (i) protect smaller transit agencies and (ii) provide certainty**
- **Requires annual adoption of a 6-year capital improvement program or 20% of state funds are withheld**
- **Requires adoption of strategic plan every 3 years, first plan must identify how LaHood recommendations will be addressed, or 20% of state funds are withheld**
- **Requires annual reporting on WMATA's operating and financial performance**

SB856 (Saslaw) – Other Provisions

- **Requires implementation of statewide prioritization process for transit capital funds**
- **No funding for statewide transit**
- **Provides \$26.6M/year to VRE in new Commuter Rail Operating and Capital funds from gas tax floor in PRTC and NVTC (portion of \$)**
- **Provides \$22M to Hampton Roads Transportation Accountability Commission from gas tax floor**

HB1539 (Hugo) – WMATA Funding

- **Provides \$105M/year in dedicated capital funding to WMATA**
 - **State, existing regional and existing local funds**
- **Funds are deposited in new WMATA Capital Fund**
- **71% of funding is bondable**
- **No funds to extend Virginia’s ability to match federal PRIIA funds for WMATA**

HB1539 (Hugo) – WMATA Reforms

- **Limits operating assistance growth to 2% annually or 50% of state funds are withheld**
- **Provides WMATA a fixed percentage of state transit funds to (i) protect smaller transit agencies and (ii) provide certainty**
- **Prohibits WMATA from requiring union membership as a condition of employment on any newly initiated project in Virginia**
- **Establishes Metro Reform Commission to recommend modifications to WMATA Compact**
- **Requires annual reporting on WMATA's operating and financial performance or all state funds are withheld**
- **Requires Secretary of Transportation to work with peers in MD and DC to make several changes to WMATA Compact**

HB1539 (Hugo) – Other Provisions

- **Requires implementation of statewide prioritization process for transit capital funds**
- **No funding for statewide transit**

Interstate 66

- **Legislation related to I-66 failed to advance out of committee in both the House and Senate**
- **House Appropriations Committee included budget amendments to—**
 - **Direct Secretary of Transportation to review tolling algorithm to reduce speeds while complying with federal performance standards**
 - **Require implementation of ‘reverse tolling’ during peak periods when the eastbound widening between the Dulles Connector Road and Ballston is complete in 2020**

Interstate 81

- **SB971 (Obenshain and Carrico) passed Senate unanimously and requires CTB to—**
 - **Develop comprehensive plan for I-81**
 - **Evaluate financing tools to fund such improvements including use of truck tolls**
 - **Similar provisions included in House budget amendments**
- **SB583 (Hanger) passed Senate 24-16**
 - **Establishes Western Virginia Transportation Commission in PDCs along I-81 and to the west**
 - **Imposes 2.1% tax on fuel to fund improvements**

Other Items

- **House bill and Senate budget amendment focused on addressing I-495 to the American Legion Bridge**
- **House budget amendments**
 - **Extend operating performance factors to all funds**
 - **Require urban transit systems to develop strategic plans**