



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, February 15, 2018

11:00 am

3040 Williams Drive, Suite 200

Fairfax, VA 22031

AGENDA

- I. Call to Order** Chair Randall
- II. Approval of the Meeting Summary of the January 5, 2018 Meeting**

Discussion/Information

- III. 2018 Legislative Update** Monica Backmon, Executive Director/Tracy Baynard,
Legislative Liaison

Closed Session

Adjournment

- IV. Adjournment**

Next Meeting

The next meeting of the Governance and Personnel Committee will be determined during the meeting.



Northern Virginia Transportation Authority
The Authority for Transportation in Northern Virginia

GOVERNANCE AND PERSONNEL COMMITTEE

Thursday, January 5, 2018

9:00AM

3040 Williams Drive, Suite 200

Fairfax, VA 22031

MEETING SUMMARY

I. Call to Order

- Chair Hynes called the meeting to order at 9:20 am.
- Attendees:
 - ✓ Members: Chair Hynes; Chairman Nohe; Delegate Minchew
 - ✓ Staff: Monica Backmon (Executive Director); Michael Longhi (CFO); Carl Hampton (Investment & Debt Manager).
 - ✓ Other Attendees: Tracy Baynard (McGuireWoods, LLC; Rob Dickerson, (Prince William County); Noelle Dominguez (Fairfax County); Steve MacIsaac (Arlington County); Kate Mattice (NVTC).

II. Approval of the Meeting Summary of the October 12, 2017 meeting.

- Chairman Nohe moved approval of the October 12, 2017 meeting summary; seconded by Chair Hynes. Motion carried unanimously.

Discussion/Information

III. 2018 Legislative Program Development

Chair Hynes

- **Ms Baynard provided updates on legislative developments**
 - ✓ Very few Bills have been prefiled.
 - ✓ Bill to amend SmartScale.
 - ✓ Proposal on funding for WMATA was described.
 - ✓ We only have budget language, no legislative language for WMATA bill.
- **Chair Hynes discusses WMATA package**

- ✓ Reviewed the Governor McAuliffe proposal as it relates to WMATA funding.
- ✓ Ms. Hynes noted there is no guidance for Ms. Baynard or Committee on language to use when talking to people about the WMATA funding changes, she requested Delegate Minchew's insight in this area.
- ✓ Delegate Minchew said no bills have been assigned since no committee chair assignments have been made. He further noted:
 - The House Appropriations Committee may propose language for the budget bill and link it with Federal funds.
 - He doesn't think we will see a stand-alone bill like HB 2313.
 - New money for WMATA is going to be contingent on reforms.
 - General Assembly has been focused on organizational composition of its body, not on legislation.
 - The 'Funding Cliff' is well recognized.
- ✓ Ms. Hynes questioned if we should amend the Legislative package or send a letter.
- ✓ There is a concern that the NVTA may lose its ability to provide adequate funds to its member jurisdictions.
- ✓ Delegate Minchew mentioned the NVTA should go on record stating its funding sources and record of success and asking for NVTA to be left unaffected in the legislation.
- ✓ Chairman Nohe mentioned it would be very difficult to get consensus vote for NVTA to approve sending funds to WMATA, noting: jurisdictions will have to accept they will likely all take a reduction from the budget proposal, NVTA should go back and negotiate the best deal possible.
- ✓ Chair Hynes noted everyone needs to address this issue using the same words, and hopes to see language developed that will be useable language all NVTA Members could speak from.
- ✓ Delegate Minchew asked if we could obtain a statement of concern from Bond Counsel.
- ✓ Chair Hynes noted she was not focused on strategy but on trying to give members a consistent way of addressing the Governor's proposal, since:
 - The administration has no interest in damaging NVTA's credibility or its ability to do its work.
 - She agreed that all the jurisdictions will take a reduction.

- ✓ Delegate Minchew mentioned an NVTa friendly delegate could file a bill as a protective approach to shield NVTa funding statutorily.

Closed session to discuss a personnel matter began: 9:39 am

Regular Meeting reconvened at: 10:04 am

Adjournment

IV. Adjournment

- Meeting adjourned at: 10:05 am.

Virginia General Assembly – 2018 – Bill Tracking for the Northern Virginia Transportation Authority (NVTa)

| NVTa Related Bills | SMARTSCALE/ Prioritization | Gas Tax Floor | WMATA/ Transit Cliff | I-66 Related | General Transportation | Other |
|---------------------------|---------------------------------------|----------------------|---------------------------------|---------------------|-----------------------------------|--------------|
| HB579 | HB72 | HB699 | HB1319 | HB1256 | HB765 | HB455 |
| HB1101 | HB668 | HB768 | HB1356 | HB1284 | HB1137 | HB907 |
| HB1247 | HB1263 | HB917 | HB1539 | HB1291 | HB1292 | HB908 |
| HB1285 | HB1455 | HB1083 | SB856 | HB1489 | HJ58 | |
| SB141 | SB147 | HB1352 | | | HJ59 | |
| SB336 | SB207 | SB393 | | | HJ66 | |
| SB622 | | | | | HJ68 | |

NVTA RELATED BILLS

| Bill and Patron | Summary | Status/Last Action | NVTA Position |
|---|---|---|----------------|
| <p>HB579 – Robert Bloxom</p> <p>pdf</p> | <p>Transient occupancy tax; state parks. Permits localities to impose transient occupancy taxes on transient room rentals and travel campgrounds in state parks.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB579</p> | <p>01/08/18 House: Referred to Committee on Finance</p> <p>2/2/18 Passed House 59-29</p> <p>02/05/18 Senate: Referred to Committee on Finance</p> | <p>Monitor</p> |
| <p>HB1101 – Robinson</p> <p>pdf impact statement</p> | <p>Virginia Freedom of Information Act; right to speak at open meetings. Requires that every public body, except for governing boards of public institutions of higher education, afford an opportunity for public comment during any open meeting. The bill provides, however, that if a public body holds more than four meetings in a calendar year, such public body may, by recorded vote, limit the number of meetings at which an opportunity for public comment is afforded to four meetings per calendar year. The bill requires that the notice given by a public body prior to a meeting include information as to the approximate point during the meeting when public comment will be received. In current law, this requirement applies only to public bodies where at least one member has been appointed by the Governor. The bill permits public bodies to choose the approximate point during the meeting when public comment will be received and permits public bodies to adopt reasonable rules governing the public comment portion of the meeting, including imposing reasonable restrictions on time, place, and manner, but prohibits public bodies from limiting public comment to only the submission of written comments.</p> <p>http://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1101</p> | <p>01/24/18 House: Assigned GL sub: Subcommittee #4</p> <p>02/06/18 House: Subcommittee recommends laying on the table (6-Y 0-N)</p> <p>02/13/18 House: Left in General Laws</p> | <p>Monitor</p> |
| <p>HB1247 – Cline</p> <p>pdf impact statement</p> | <p>Virginia Freedom of Information Act; right to speak at open meetings. Requires that every public body afford an opportunity for public comment during any open meeting. The bill requires that the notice given by a public body prior to a meeting include information as to the approximate point during the meeting when public comment will be received. The bill permits public bodies to choose the approximate point during the meeting when public comment will be received and permits public bodies to adopt reasonable rules governing the public comment portion of the meeting, including imposing reasonable restrictions on time, place, and manner.</p> <p>http://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1247</p> | <p>01/24/18 House: Assigned GL sub: Subcommittee #4</p> <p>01/30/18 House: Subcommittee recommends striking from docket (8-Y 0-N)</p> <p>02/13/18 House: Left in General Laws</p> | <p>Monitor</p> |

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|--|--|---|--|
| <p>HB1285 – David LaRock pdf</p> | <p>Transportation project selection in Planning District 8 (Northern Virginia); public meeting. Requires the Northern Virginia Transportation Authority, the Northern Virginia Transportation Commission, the Virginia Railway Express, and the Commonwealth Transportation Board to annually conduct a joint public meeting for the purposes of presenting to the public, and receiving public comments on, the transportation projects proposed by each entity in Planning District 8.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1285</p> | <p>01/10/18 House: Referred to Committee on Transportation</p> <p>Committee Reported 22-0</p> <p>02/12/18 House: VOTE: BLOCK VOTE PASSAGE (100-Y 0-N)</p> <p>02/13/18 Senate: Referred to Committee on Transportation</p> | <p>Monitor</p> |
| <p>SB141 – Chap Petersen pdf</p> | <p>Use of certain revenues by the Northern Virginia Transportation Authority. Allows revenues of the Northern Virginia Transportation Authority distributed to localities to be used, as determined solely by the applicable locality, to fund new sidewalk projects that reduce congestion.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB141</p> | <p>12/27/17 Senate: Referred to Committee on Transportation</p> <p>01/24/18 Senate: Continued to 2019 in Transportation (13-Y 0-N)</p> <p>Senator agreed to carry over to 2019 while NVTA works on issue</p> | <p>Oppose</p> |
| <p>SB336 – Peake pdf impact statement</p> | <p>Virginia Freedom of Information Act; right to speak at open meetings. Requires that every public body afford an opportunity for public comment during any open meeting. The bill requires that the notice given by a public body prior to a meeting include information as to the approximate point during the meeting when public comment will be received. The bill permits public bodies to choose the approximate point during the meeting when public comment will be received and permits public bodies to adopt reasonable rules governing the public comment portion of the meeting, including imposing reasonable restrictions on time, place, and manner.</p> <p>http://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB336</p> | <p>01/29/18 Senate: Reported from General Laws and Technology with amendment (9-Y 0-N)</p> <p>02/06/18 Senate: Passed Senate (38-Y 2-N)</p> <p>02/13/18 House: Assigned GL sub: Subcommittee #4</p> | <p>Monitor</p> |
| <p>SB622 - pdf impact statement</p> | <p>Local transportation plan; secondary system road construction program allocation; undergrounding utilities. Provides that if the adopted local transportation plan designates corridors planned to be served by mass transit, a portion of its allocation from (i) the Northern Virginia Transportation Authority distribution, (ii) the commercial and industrial real property tax revenue, and (iii) the secondary system road construction program, may be used for the purpose of utility undergrounding in the planned corridor, if the locality matches 100 percent of the state allocation.</p> <p>http://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB622</p> | <p>02/05/18 Senate: Read third time and passed Senate (40-Y 0-N)</p> <p>02/08/18 House: Referred to Committee on Commerce and Labor</p> | <p>Senator agreed to make an amendment to clarify that one of the sources is the local 30% share</p> |

SMARTSCALE/Prioritization

| Bill | Summary | Status/Last Action | NVTA Position |
|--|---|---|--|
| <p>HB72 – Bob Thomas pdf</p> | <p>Statewide prioritization process project selection. Requires the total cost of a transportation project to be considered in evaluating projects under the statewide prioritization process. The bill requires the Commonwealth Transportation Board to evaluate congestion mitigation on the basis of total traffic volumes, not just traffic volumes during weekdays. The bill imposes restrictions on projects receiving funding from the High Priority Projects Program that are evaluated under the statewide prioritization process.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB72</p> | <p>12/04/17 House: Referred to Committee on Transportation</p> <p>Delegate agreed to carry over bill to 2019 while SS issues discussed</p> <p>02/13/18 House: Left in Transportation</p> | <p>Monitor; Authority did not propose this change to CTB</p> |
| <p>HB668 – Terry Kilgore pdf</p> | <p>Transportation funding in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads. The average wholesale price of gasoline, as determined by the Commissioner of the Department of Motor Vehicles, on July 1, 2018, shall be the initial floor. If the average wholesale price rises in future determinations, the new higher average will become the floor, until such time as the average wholesale price of gasoline is determined to be equal to or greater than the average wholesale price of gasoline in the Commonwealth on February 20, 2013, which is the date of the floor used for the calculation of the state gasoline tax. After this threshold is met, the average wholesale price used for the calculation of the regional tax will be the same as the average price used to calculate the state tax. The also allocates \$40 million annually from the Priority Transportation Fund, after making any required debt service payments, to each of the Salem highway construction district and the Bristol highway construction district. Of the \$40 million allocated to the Bristol highway construction district, \$30 million each year shall be designated for the construction and completion of U.S. Route 121, the Coalfields Expressway.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB668</p> | <p>01/09/18 House: Referred to Committee on Rules</p> <p>Stricken</p> | <p>While the Authority supports fixing the regional gas tax floor it opposes efforts to fund major projects outside of the SMART SCALE process</p> |
| <p>HB1263 – Terry Kilgore pdf</p> | <p>Commonwealth Transportation Board prioritization process; factors considered in Bristol and Salem Highway Construction Districts. Provides that for the purposes of prioritizing projects in the Bristol Highway Construction District or the Salem Highway Construction District, the Commonwealth Transportation Board (Board) shall consider (i) the relative importance of secondary highways in such districts and (ii) only the following other factors: economic development, accessibility, and safety. Current law requires the Board to consider congestion mitigation, economic development, accessibility, safety, and environmental quality when prioritizing projects in all districts.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1263</p> | <p>01/19/18 House: Assigned Transportation sub: Subcommittee #2 Carry over to 2019</p> <p>There will be discussion over next year regarding SMART SCALE and concerns expressed from other regions</p> | <p>Monitor</p> |

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| <p>HB1455 – Bob Thomas pdf</p> | <p>Commonwealth Transportation Board; SMART SCALE; job accessibility factors. Directs the Commonwealth Transportation Board to change both the access to jobs and the access to jobs for disadvantaged populations' accessibility factors for commuting thresholds adopted for the implementation of SMART SCALE from 45 minutes for automobile trips or 60 minutes for transit trips to 60 miles for all trips.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1455</p> | <p>01/17/18 House: Referred to Committee on Transportation</p> <p>Patron withdrew bill</p> | <p>Monitor; Authority did not propose this change to CTB</p> |
| <p>SB147 – John Edwards pdf</p> | <p>Commonwealth Transportation Board; factors for project selection. Requires travel time reliability to be one of the factors used by the Commonwealth Transportation Board in its statewide prioritization process for project selection.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB147</p> | <p>12/28/17 Senate: Referred to Committee on Transportation</p> <p>No Action</p> | <p>Monitor; Authority did not propose this change to CTB</p> |
| <p>SB207 – Richard Stuart pdf</p> | <p>Statewide prioritization process project selection. Requires the total cost of a transportation project to be considered in evaluating projects under the statewide prioritization process. The bill requires the Commonwealth Transportation Board to evaluate congestion mitigation on the basis of total traffic volumes, not just traffic volumes during weekdays. The bill imposes restrictions on projects receiving funding from the High Priority Projects Program that are evaluated under the statewide prioritization process.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB207</p> | <p>01/02/18 Senate: Referred to Committee on Transportation</p> <p>Carry over to 2019</p> | <p>Monitor, Authority did not propose these changes to CTB</p> |

Gas Tax Floor

| Bill | Summary | Status/Last Action | NVTA Position |
|--|--|--|--|
| <p>HB699 – Mark Levine pdf</p> | <p>Motor vehicle fuels sales tax in certain transportation districts. Provides that the tax that is imposed on the sales price of motor fuel in Northern Virginia shall be imposed on the regional price of gas, defined and computed as a six-month average price of fuel. The tax shall not be imposed on a regional price that is less than a gallon of gasoline on February 20, 2013, nor shall it be imposed at a price that is more than \$4 per gallon. The bill also raises the rate of taxation of motor fuel in Northern Virginia from 2.1% to 3%.</p> <p>The bill also changes the regional gas tax in Hampton Roads from a percentage to a cents-per-gallon tax that decreases as the price of gas increases. The regional gas tax in Hampton Roads would have a floor of \$0.05 per gallon and a ceiling of \$0.14 per gallon and would be determined on the basis of the average wholesale price of unleaded regular gasoline.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB699</p> | <p>01/09/18 House: Referred to Committee on Rules</p> <p>02/08/18 House: Subcommittee recommends striking from docket (7-Y 0-N)</p> <p>02/13/18 House: Left in Appropriations</p> | <p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p> |
| <p>HB768 – Chris Jones pdf</p> | <p>Motor vehicle fuels sales tax in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads. The average wholesale price of gasoline, as determined by the Commissioner of the Department of Motor Vehicles, on July 1, 2018, shall be the initial floor. If the average wholesale price rises in future determinations, the new higher average will become the floor, until such time as the average wholesale price of gasoline is determined to be equal to or greater than the average wholesale price of gasoline in the Commonwealth on February 20, 2013, which is the date of the floor used for the calculation of the state gasoline tax. After this threshold is met, the average wholesale price used for the calculation of the regional tax will be the same as the average price used to calculate the state tax.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB768</p> | <p>2/8/18 HAC Transportation Subcommittee recommends reporting</p> <p>2/9/18 Before House Appropriations Committee for Action</p> <p>02/13/18 House: VOTE: PASSAGE (84-Y 15-N 1-A)</p> | <p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p> |
| <p>HB917 – Chris Stolle pdf</p> | <p>Motor vehicle fuels sales tax in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads by requiring that the average wholesale price upon which the tax is based be no less than the statewide average wholesale price on February 20, 2013.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB917</p> | <p>01/09/18 House: Referred to Committee on Rules</p> <p>Laid on Table</p> <p>02/13/18 House: Left in Appropriations</p> | <p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p> |

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| <p>HB1083 - Eileen Filler-Corn pdf</p> | <p>Motor vehicle fuels sales tax; price floor. Provides that the 2.1% tax that is imposed on the sales price of motor fuel in Northern Virginia and Hampton Roads shall be imposed on the regional price of gas, defined and computed as the six-month average price of fuel, for each region. The regional price used to calculate the tax shall not be less than the average statewide price of a gallon of unleaded regular gasoline on February 20, 2013.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1083</p> | <p>01/10/18 House: Referred to Committee on Rules</p> <p>Laid on Table</p> <p>02/13/18 House: Left in Appropriations</p> | <p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p> |
| <p>HB1352 – Bob Thomas</p> | <p>Motor vehicle fuels sales tax in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads. The average wholesale price of gasoline, as determined by the Commissioner of the Department of Motor Vehicles, on July 1, 2018, shall be the initial floor. If the average wholesale price rises in future determinations, the new higher average will become the floor, until such time as the average wholesale price of gasoline is determined to be equal to or greater than the average wholesale price of gasoline in the Commonwealth on February 20, 2013, which is the date of the floor used for the calculation of the state gasoline tax. After this threshold is met, the average wholesale price used for the calculation of the regional tax will be the same as the average price used to calculate the state tax.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1352</p> | <p>01/11/18 House: Referred to Committee on Rules</p> <p>Laid on Table</p> <p>02/13/18 House: Left in Appropriations</p> | <p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p> |
| <p>SB393 – George Barker pdf</p> | <p>Motor vehicle fuels sales tax in certain areas of the Commonwealth; price floor. Establishes a floor on the 2.1 percent sales tax imposed on motor vehicle fuels sold in Northern Virginia and Hampton Roads by requiring that the average wholesale price upon which the tax is based be no less than the statewide average wholesale price on February 20, 2013.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB393</p> | <p>01/09/18 Senate: Referred to Committee on Finance</p> <p>Rolled in to SB 856 (Saslaw)</p> | <p>Authority supports fixing the regional gas tax floor issue but has not identified a specific method of accomplishing the change</p> |

WMATA/Transit Capital Cliff

| Bill | Summary | Status/Last Action | NVRTA Position |
|---|---|--|--|
| <p>HB1319 – Rip Sullivan pdf</p> | <p>Mass transit in the Commonwealth. Makes numerous changes to the administration of and revenues for mass transit in the Commonwealth, specifically as it relates to the membership and funding of the Washington Metropolitan Area Transit Authority, the disbursement of funds in the Commonwealth Mass Transit Fund, and the authority of the Commonwealth Transportation Board to issue bonds for transit capital. The bill sets a floor on the average price of fuel used to calculate the regional motor sales tax as the price of gas on February 20, 2013, the same floor that is used to calculate the state fuels tax. The bill also raises the regional congestion relief fee and the regional transient occupancy tax in the Northern Virginia region to raise additional revenues for mass transit.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1319</p> | <p>01/10/18 House: Referred to Committee on Rules</p> <p>2/8/18 Rolled into HB 1539 (Hugo)</p> | <p>Authority supports finding dedicated funding for Metro and restoring money for transit capital costs but has serious concerns about the introduced legislation’s impact</p> |
| <p>HB1356- David Reid pdf</p> | <p>State transient occupancy tax. Expands the 2% regional transient occupancy tax in Northern Virginia statewide. Thirty-five percent of the revenue generated from the tax shall be used to fund the Washington Metropolitan Area Transit Authority, and the remaining amount shall be used to fund transit and transportation projects throughout the Commonwealth.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1356</p> | <p>01/11/18 House: Referred to Committee on Rules</p> <p>Stricken</p> | <p>Monitor; believe this would result in a net loss of revenue for the Authority</p> |
| <p>HB1539 – Hugo pdf</p> | <p>Washington Metropolitan Area Transit Authority Compact of 1966. Creates a three-person interim advisory commission whose purpose is to make recommendations to the signatories on reforms to the National Capital Interest Arbitration Standards Act. The bill directs that a \$100 million appropriation be made from the General Fund.</p> <p>http://lis.virginia.gov/cgi-bin/legp604.exe?181+bil+HB1539</p> | <p>02/01/18 House: Referred to Committee on Transportation</p> <p>2/9/18 Before House Appropriations Committee</p> <p>02/13/18 House: VOTE: PASSAGE (78-Y 21-N)</p> | <p>The substitute bill now includes provisions for Metro funding and reform. The funding provisions are of concern and under analysis</p> |
| <p>SB856 – Dick Saslaw pdf</p> | <p>Mass transit in the Commonwealth. Makes numerous changes to the administration of and revenues for mass transit in the Commonwealth, specifically as it relates to the membership and funding of the Washington Metropolitan Area Transit Authority, the disbursement of funds in the Commonwealth Mass Transit Fund, and the authority of the Commonwealth Transportation Board to issue bonds for transit capital. The bill sets a floor on the average price of fuel used to calculate the regional motor sales tax as the price of gas on February 20, 2013, the same floor that is used to calculate the state fuels tax. The bill also raises the regional congestion relief fee and the regional transient occupancy tax in the Northern Virginia region to raise additional revenues for mass transit.</p> <p>http://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+SB856</p> | <p>01/17/18 Senate: Referred to Committee on Finance</p> <p>2/8/18 Reported from Senate Finance 9-4. Amendment made to remove the TNC tax for statewide mass transit needs</p> <p>02/13/18 Senate: Passed Senate (25-Y 15-N)</p> | <p>The Authority’s initial concerns about impact have been substantially addressed but more review and analysis is taking place regarding revenue impact</p> |

I-66 Related Bills

| Bill | Summary | Status/Last Action | NVTA Position |
|---|--|--|----------------|
| <p>HB1256 – Tim Hugo pdf</p> | <p>HOT lanes on Interstate 66; operating hours. Sets the operating hours for HOT lanes on Interstate 66 inside the Beltway from 6:30 a.m. to 9:00 a.m. on the eastbound lanes and from 4:00 p.m. to 6:30 p.m. on the westbound lanes.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1256</p> | <p>01/10/18 House: Referred to Committee on Transportation</p> <p>2/8 Subcommittee recommends carry over</p> <p>02/13/18 House: Left in Appropriations</p> | <p>Monitor</p> |
| <p>HB1284 – Tim Hugo pdf</p> | <p>Vehicles bearing clean special fuel license plates; HOT lanes. Allows vehicles bearing clean special fuel license plates issued before July 1, 2011, to use the HOT lanes on Interstate 66 inside the beltway if the vehicle is equipped with an E-ZPass Flex transponder. The bill contains an emergency clause.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1284</p> | <p>01/10/18 House: Referred to Committee on Transportation</p> <p>2/8 Subcommittee recommends carry over</p> <p>02/13/18 House: Left in Appropriations</p> | <p>Monitor</p> |
| <p>HB1291 – Tim Hugo pdf</p> | <p>Interstate 66; tolling facilities. Directs the Secretary of Transportation to renegotiate the agreement governing transportation facilities on Interstate 66 outside the Capital Beltway in an effort to coordinate tolling inside and outside the Capital Beltway once the tolling facilities outside the Capital Beltway are established.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1291</p> | <p>01/10/18 House: Referred to Committee on Transportation</p> <p>2/8 Subcommittee recommends carry over</p> <p>02/13/18 House: Left in Appropriations</p> | <p>Monitor</p> |
| <p>HB1489 – David LaRock pdf</p> | <p>Tolling; Northern Virginia. Requires the Department of Transportation to refund the holder of an electronic toll collection device for any sum of tolls collected or imposed for travel on Interstate 66 east of mile marker 67 totaling more than \$200 per calendar month per electronic toll collection device until the eastbound widening project on Interstate 66 inside the Capital Beltway (Beltway) is completed. The bill sets the tolling hours for HOT lanes on Interstate 66 inside the Beltway from 6:30 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:30 p.m. until the eastbound widening project on Interstate 66 inside the Beltway is completed. The bill requires that the Department of Transportation activate tolling on reverse commuters inside the Beltway on Interstate 66. The bill directs the Secretary of Transportation (the Secretary) to engage the Metropolitan Washington Airports Authority (MWAA) and federal government officials for the purpose of implementing dynamic tolling on the Dulles Airport Access Highway and requires that the Secretary report to the Chairmen of the House and Senate Transportation Committees. The bill also requires the Secretary to engage the MWAA for the purpose of eliminating tolls on the Dulles Toll Road by 2030 and requires the Secretary to report to the Chairmen of the House and Senate Transportation Committees regarding the same.</p> <p>http://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1489</p> | <p>02/01/18 House: Referred to Committee on Appropriations</p> <p>02/08/18 Subcommittee recommends no action on bill</p> <p>02/13/18 House: Left in Appropriations</p> | <p>Monitor</p> |

GENERAL TRANSPORTATION RELATED BILLS

| Bill | Summary | Status/Last Action | NVTA Position |
|---|---|---|--|
| <p>HB765 – Chris Jones pdf</p> | <p>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). The bill clarifies the residency requirements for the urban and rural at-large members of the Commonwealth Transportation Board (Board) and provides that no member of a governing body of a locality is eligible to be appointed to the Board during his term of office. The bill provides that the Board's Six-Year Improvement Program shall only commit funds from the State of Good Repair Program, the High Priority Projects Program, or the Construction District Grant Programs to a project or program if such commitment is sufficient to complete the project or program. The bill expands the requirements of the annual report provided by the Commissioner of Highways and requires the Office to submit an annual report as described in the bill. The bill decreases the maximum matching allocation that the Board may make to a locality from \$10 million to \$5 million and provides that such funds can be used for the maintenance of highway systems. The bill changes the amount of Commonwealth funds allocated to the Board for revenue-sharing from no less than \$15 million and no more than \$200 million to not in excess of \$100 million or seven percent of funds available for distribution by the Board from all funds made available for highway purposes, whichever is greater.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB765</p> | <p>01/09/18 House: Referred to Committee on Transportation</p> <p>01/17/18 House: Assigned Transportation sub: Subcommittee #2</p> <p>2/9/18 Before House Appropriations for action</p> <p>02/13/18 House: VOTE: PASSAGE (98-Y 2-N)</p> | <p>Monitor</p> |
| <p>HB1137 – Mark Sickles pdf</p> | <p>Commuter Rail Operating and Capital Fund. Establishes the Commuter Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve commuter rail service.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1137</p> | <p>01/10/18 House: Referred to Committee on Transportation</p> <p>2/6/18 House Appropriations Carry over to 2019</p> | <p>Authority supports finding stable funding for VRE</p> |
| <p>HB1292 – Tim Hugo pdf</p> | <p>State and local transportation planning. Provides that prior to the adoption of or amendment to any comprehensive plan in Planning District 8 (Northern Virginia) or review of a proposed rezoning in Planning District 8, the Department of Transportation shall consider the transportation impact of the proposed plan or rezoning and name any transportation facility for which a reduction in the level of service is anticipated as a result of the proposed plan or rezoning. Current law provides for such review for any transportation facility having a functional classification of minor arterial or higher for which an increase in traffic volume is expected to exceed the capacity of the facility as a result of the change. The bill requires that if the proposed comprehensive plan or rezoning is within Planning</p> | <p>01/10/18 House: Referred to Committee on Transportation</p> <p>01/19/18 House: Assigned Transportation sub: Subcommittee #2</p> <p>Delegate withdrew bill</p> | <p>Monitor</p> |

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| | District 8, the locality shall propose one or more transportation projects in its local transportation plan, or within the regional transportation plan, to ensure no reduction of service to any transportation facility affected by the plan or rezoning. https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB1292 | | |
| HJ58 – Jennifer Carroll Foy pdf | Study; Department of Rail and Public Transportation; improved transportation services; report. Requests that the Department of Rail and Public Transportation (the Department) identify and recommend potential public transportation services from the Franconia-Springfield Metro Station to Marine Corps Base Quantico in Prince William and Stafford Counties and study the feasibility of extending the Blue Line and other multimodal options such as bus rapid transit along Interstate 95 and U.S. Route 1. The Department shall report on its findings and recommendations on the first day of the 2019 and 2020 Regular Sessions of the General Assembly. https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HJ58 | 01/06/18 House: Referred to Committee on Rules 01/19/18 House: Assigned Rules sub: Subcommittee #1 No action in subcommittee 02/13/18 House: Left in Rules | Monitor |
| HJ59 – Chris Head pdf | Celebrate Transportation Day. Designates the Thursday before Memorial Day, in 2019 and in each succeeding year, as Celebrate Transportation Day. https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HJ59 | 01/08/18 House: Referred to Committee on Rules 2/8/18 House Rules Reports 02/12/18 House: VOTE: BLOCK VOTE ADOPTION (97-Y 0-N) | Monitor |
| HJ66 – Danica Roem pdf | Study; Department of Transportation; commuter rail system in the Commonwealth; report. Requests the Department of Transportation to study and develop best practices for constructing, operating, and maintaining a commuter rail system in the Commonwealth. https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HJ66 | 01/08/18 House: Referred to Committee on Rules 2/1 Failed on tie vote 02/13/18 House: Left in Rules | Monitor |
| HJ68 – Danica Roem pdf | Study; Department of Transportation to study State Route 28; report. Requests that the Department of Transportation study the feasibility of implementing improvements to State Route 28 in Prince William County between the City of Manassas Park and Fairfax County. https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HJ68 | 01/08/18 House: Referred to Committee on Rules 2/1/18 Subcommittee recommends Pass By Indefinitely 02/13/18 House: Left in Rules | Monitor |

OTHER

| Bill | Summary | Status/Last Action | NVTA Position |
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| <p>HB455 – Eileen Filler-Corn pdf</p> | <p>Allocation of funds for certain contract fees for railroad right-of-way access. Provides that funds for contract fees paid by the Virginia Railway Express for access to the rights-of-way of CSX Transportation, Norfolk Southern Corporation, and the National Railroad Passenger Corporation shall be allocated yearly by the Department of Rail and Public Transportation and shall cover 84 percent of the total costs.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB455</p> | <p>01/07/18 House: Referred to Committee on Transportation</p> <p>Delegate withdrew bill</p> | <p>Authority has taken no position but supports stable funding for VRE</p> |
| <p>HB907 – Roxann Robinson pdf</p> | <p>Virginia Freedom of Information Act; meetings held by electronic communication means. Consolidates existing provisions concerning public meetings conducted by electronic communication means. The bill contains technical amendments. This bill is a recommendation of the Freedom of Information Advisory Council.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB907</p> | <p>1/31/18 Passed House 99-0</p> <p>2/1/18 Senate: General Laws and Technology Committee</p> <p>02/12/18 Senate: Reported from General Laws and Technology (13-Y 0-N)</p> | <p>Monitor</p> |
| <p>HB908 – Roxann Robinson pdf</p> | <p>Virginia Freedom of Information Act; meetings held by electronic communication means. Removes the Freedom of Information Act requirement that the remote locations from which members of a public body participate in meetings through electronic communication means be open to the public. Instead, members of the public must be provided an electronic communication means substantially equivalent to that provided to members of the public body through which the public may witness the meeting. The bill provides that public access to remote locations from which members of the public body participate through electronic communication means shall be encouraged, but not required; however, if three or more members are gathered at the same remote location, such remote location must be open to the public. The bill also amends the annual reporting requirements for public bodies that meet by electronic communication means. This bill is a recommendation of the Freedom of Information Advisory Council.</p> <p>https://lis.virginia.gov/cgi-bin/legp604.exe?181+sum+HB908</p> | <p>1/31/18 Passed House 97-0</p> <p>2/1/18 Senate: General Laws and Technology Committee</p> <p>01/31/18 House: VOTE: PASSAGE (97-Y 0-N)</p> <p>02/12/18 Senate: Reported from General Laws and Technology (14-Y 0-N)</p> | <p>Monitor</p> |