

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY
MEMORANDUM

FOR: Chair Phyllis J. Randall and Members
Northern Virginia Transportation Authority

FROM: Monica Backmon, Chief Executive Officer
Tracy Baynard, Sr. Vice President, McGuire Woods Consulting, LLC

DATE: February 2, 2023

SUBJECT: Update on 2023 General Assembly Session

1. **Purpose:** To inform the Northern Virginia Transportation Authority (NVTA) on the 2023 General Assembly Session.
2. **Discussion:** This is the last full week before Crossover (February 7th) when the House and Senate must complete work on their bills. Committee meeting dockets were long and often loaded with more controversial bills.
Update on major categories of policy or funding initiatives below:
 - A. **Allocation Formula of State Funds for Virginia Railway Express (VRE) and State Allocation for Metro Local Subsidy and Additional Transparency** - [SB 1079](#) and [HB 1496](#)
 - a. Both bills have passed their respective bodies unanimously.
 - B. **Expanding Use of Transit Ridership Incentive Program (TRIP)** bills are moving through the General Assembly with support of Department of Rail and Public Transportation (DRPT) Director DeBruhl. [HB 2338](#) and [SB 1326](#)
 - a. Both bills were reported from committees with strong bipartisan support and are now on the floor.
 - b. The bills will expand use of the TRIP funds for transit facilities that support riders such as bus shelters, The Americans with Disabilities Act of 1990 (ADA) compliance projects, etc. The legislation also opens up zero or low emission vehicle transition activities to funding.
 - c. These two categories are part of recommendations from the Transit Modernization and Equity Study completed in 2022.
 - C. **Safety**
 - a. The House Transportation Committee advanced bills that clarify and make it easier to prosecute those who pass stopped school buses. [HB 1723](#) clarifies that a stopped bus with a warning device is prima facie evidence that passengers are boarding or leaving the vehicle and [HB 1995](#) extends to 30 days the time to issue a summons for an alleged violation. Both bills are on the House floor.

- b. [HB 2104](#) passed the House 99-1 and is before the Senate Transportation Committee. It allows a school crossing sign to be placed as much as 750 feet from the school. The current limit is 600 feet. The bill initially would have applied to any locality but was amended to maintain the current restrictions on localities that can operate independently of Virginia Department of Transportation (VDOT).
- c. The Senate has advanced bills that have failed in the House.
 - i. [SB 1293](#) The Senate passed the bill this week on a 24 -16 vote with spirited debate. It allows local government to adopt ordinances that permit bicyclists to proceed upon yielding at a red light or stop sign.
 - ii. Over the objections of VDOT, [SB 847 Substitute](#) was reported 8-5 from subcommittee and is before Senate Finance and Appropriations Committee. The bill allows bicyclists and other motorized or semi-motorized conveyance to move in same direction as pedestrians with walk/no walk traffic controls.

D. Providing Transportation Infrastructure to Support Economic Development – [HB 2302](#) and [SB 1106 - Transportation Partnership Opportunity Fund \(TPOF\)](#)

- a. Members of the General Assembly generally support the idea of and need for flexible transportation funding that can be used to improve potential business sites and support imminent economic opportunities. However, there is equal member concern about transparency and accountability in the use of these funds.
- b. Both bills have been amended to address these concerns.
 - i. Both bills have removed the requirement that a governor include funding for TPOF in the introduced budget and have restored the oversight role of the Commonwealth Transportation Board.
 - ii. HB 2302 now requires the Major Employment and Investment Commission (MEI) to approve use of funds greater than \$35 million. The bill is before the House Appropriations Committee.
 - iii. SB 1106 was reported out of the Senate Finance and Appropriations Committee with additional amendments that details what information about the use of funds must be reported to the General Assembly. The patron noted that more discussion will occur as both bills move through the process.

E. Expanding Ability to Hold All-Virtual Meetings – [HB 2050](#) and [SB 1351](#)

- a. The bills propose removing the cap for local and regional public bodies on how many all-virtual meetings can be held in one year. The current cap is no more than twice or 25% of meetings held per year. Also, any regulatory bodies are prohibited from having all-virtual meetings.
- b. HB 2050 will not be moving forward this year. SB 1351 has passed the Senate on a 25 -14 vote. It revises the 2022 action to permit some virtual meetings.

- i. State public bodies are still limited to no more than 2 or 25% of their all-virtual meetings.
 - ii. Local or regional public bodies would be permitted no more than 50% of their meetings all-virtual.
 - iii. New requirement that all public bodies must **annually** adopt a policy on virtual meetings before it can hold one. Even if no changes to the previous year policy is made.
- c. Senator Deeds had a bill to allow all public bodies to meet in all-virtual structures as many times as they desired. The committee did not report the bill on a 9-6 vote.

Before the next Authority meeting, the House and Senate will have adopted their amendments to the FY 2023-2024 biennium budget. If necessary, at that time, McGuire Woods Consulting staff will provide a report.

Attachment: NVTA Legislation Master List as of February 2, 2023

NVTA Legislation Tracker

Bill #	Labels	Title	Description	Primary Sponsors	Last Action	Last Action Date	Status	NVTA Position
HB 1588	Electrification of Transportation	"Electric Vehicle Rural Infrastructure Program and Fund created."	Creates the Electric Vehicle Rural Infrastructure Program and Fund to assist private developers with non-utility costs associated with the installation of electric vehicle charging stations. The bill provides that a private developer is eligible to receive grants of 70 percent of such non-utility costs for electric vehicle charging stations installed in a city or county that meets the criteria of a distressed locality as provided in the bill and caps the total amount of grants awarded in any fiscal year at \$25 million.	Rip Sullivan	House: Referred to Committee on Appropriations	2/1/2023	Reported & Referred to Appropriations	
HB 1790	Electrification of Transportation	"Tax credit for electric vehicle charging equipment."	Creates a tax credit for taxable years 2023 through 2027 for expenses incurred in connection with installing qualified electric vehicle charging equipment in the Commonwealth in an amount equal to 30 percent of the cost of purchasing and installing such equipment during the taxable year.	David Reid	House: Finance sub #3 recommends laying on the table	1/20/2023	Sub recommends laying on the table	Look for related budget amendment
SB 1312	Electrification of Transportation	"Electric vehicle charging stations; requirement for certain developments."	Provides that any locality may by ordinance require electric vehicle charging stations as part of subdivision or site plan approval for a development containing commercial, industrial, or multifamily residential uses with a density of seven residential dwelling units per acre or greater.	Jennifer Boysko	Senate: Engrossed by Senate as amended	2/1/2023	On Senate Floor	
HB 1487	FOIA/Meetings	"Local government; live broadcast and archive of meetings."	Requires localities to provide a live video broadcast of public meetings of the local governing body and to archive such broadcasts on their websites.	Marie March	House: Subcommittee recommends reporting with amendments (9-Y 0-N)	2/2/2023	Sub recommends reporting with amendments	Monitor for any changes that impact NVTA

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HB 1738	FOIA/Meetings	"Virginia Freedom of Information Act; state public bodies; meetings; virtual public access "	Requires all state public bodies to provide public access to meetings through electronic communication means and to provide the public with the opportunity to comment at such meetings through such the use of such electronic communication means when public comment is customarily received. The bill contains technical amendments.	Betsy Carr	House: Read first time	2/1/2023	On House Floor	Applies only to state public bodies
HB 2006	FOIA/Meetings	"Virginia Freedom of Information Act; public records charges; electronic payment method"	Provides that any public body that charges for the production of public records pursuant to the Virginia Freedom of Information Act shall provide an electronic method of payment through which all payments for the production of such records to such locality may be made unless such locality lacks the necessary technology for receipt of such electronic payments.	Danica Roem	House: Printed as reengrossed	2/1/2023	On House Floor	Bill is now permissive, not requirement
HB 2007	FOIA/Meetings	"Virginia Freedom of Information Act; posting of fee policy"	Requires a public body to make available upon request and post on its website or otherwise publish a written policy (i) explaining how the public body assesses charges for accessing or searching for requested records and (ii) noting the current fee charged, if any, by the public body for accessing and searching for the requested records.	Danica Roem	House: VOTE: Block Vote Passage (100-Y 0-N)	2/1/2023	Passed first chamber	Unclear that NVTA must comply; Council of Counsels should review final version of the bill
HB 2050	FOIA/Meetings	"Virginia Freedom of Information Act; electronic meetings; local and regional public bodies"	Allows, with certain exceptions, local and regional public bodies to convene as many all-virtual public meetings as each such public body deems acceptable in its individual remote participation meeting policy, to be adopted at least once annually by recorded vote at a public meeting. Current law limits all-virtual public meetings to no more than two times per calendar year or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, and prohibits any such meeting from being held consecutively with another all-virtual public meeting.	Elizabeth Bennett-Parker	House: Assigned to Gen Laws Sub 4, Sub recommends laying on the table	1/24/2023	Sub recommends laying on the table	

SB 1309	FOIA/Meetings	"Virginia Freedom of Information Act; allows local public bodies to hold virtual meetings."	Allows local public bodies, except for boards with the authority to deny, revoke, or suspend a professional or occupational license, to hold all-virtual public meetings in accordance with the other provisions of the Virginia Freedom of Information Act. The bill limits the requirement that public bodies do not convene all-virtual public meetings consecutively or more than twice per year to state public bodies.	Creigh Deeds	Senate: Passed by indefinitely in General Laws and Technology (8-Y 6-N)	2/1/2023	Failed	
SB 1351	FOIA/Meetings	"Virginia Freedom of Information Act; electronic meetings, local and regional public bodies."	Allows, with certain exceptions, local and regional public bodies to convene as many all-virtual public meetings as each such public body deems acceptable in its individual remote participation meeting policy, to be adopted at least once annually by recorded vote at a public meeting. Current law limits all-virtual public meetings to no more than two times per calendar year or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater, and prohibits any such meeting from being held consecutively with another all-virtual public meeting.	Dave Marsden	Senate: Read third time and passed Senate (25-Y 14-N)	1/31/2023	Passed first chamber	Local and regional public bodies may hold up to 50% meetings all-virtual; state public bodies limited to 25%

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<p>HB 2302</p>	<p>Funding Transportation for Economic Development</p>	<p>"Transportation Partnership Opportunity Fund; funds for transportation projects."</p>	<p>Requires the Governor to include in the Budget Bill an appropriation of up to \$200 million, limited to \$100 million each year, from the Commonwealth Transportation Fund to maintain a minimum available balance of \$300 million in the Transportation Partnership Opportunity Fund (the Fund). The bill authorizes the Governor to direct funds from the Fund to the Commonwealth Transportation Board for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs when recommended by the Secretary of Transportation and Secretary of Commerce and Trade; these directed funds do not have a specified limit. The bill also authorizes the Governor to use funds from the Fund to enhance the economic development opportunities of the Commonwealth's transportation programs.</p>	<p>Les Adams</p>	<p>House: Assigned App. sub: Compensation and Retirement</p>	<p>1/31/2023</p>	<p>Reported & Rereferred</p>	<p>Ongoing amendments to increase transparency and accountability to the General Assembly</p>
<p>SB 1106</p>	<p>Funding Transportation for Economic Development</p>	<p>"Transportation Partnership Opportunity Fund."</p>	<p>Requires the Governor to include in the Budget Bill an appropriation of up to \$200 million, limited to \$100 million each year, from the Commonwealth Transportation Fund to maintain a minimum available balance of \$300 million in the Transportation Partnership Opportunity Fund (the Fund). The bill authorizes the Governor to direct funds from the Fund to the Commonwealth Transportation Board for transportation projects determined to be necessary to support major economic development initiatives or to enhance the economic development opportunities of the Commonwealth's transportation programs when recommended by the Secretary of Transportation and Secretary of Commerce and Trade; these directed funds do not have a specified limit.</p>	<p>Steve Newman</p>	<p>Senate: Reported from Senate Transportation Committee & rereferred to Finance & Appropriations</p>	<p>1/26/2023</p>	<p>Reported</p>	<p>Ongoing amendments to increase transparency and accountability to the General Assembly</p>

<p>HB 2034</p>	<p>Regional Transportation Authorities</p>	<p>"Joint transportation meeting; National Capital Region Transportation Planning Board"</p>	<p>Directs the Commonwealth Transportation Board to invite the National Capital Region Transportation Planning Board (NCRTPB) to participate in and present information at the joint transportation meeting held annually concerning projects in Planning District 8. The bill clarifies that the NCRTPB is not required to participate in the meeting. The bill requires the meeting to be made available online in a manner that allows the public to contemporaneously view and hear the meeting.</p>	<p>Briana Sewell</p>	<p>Senate: Assigned Transportation Committee, Sub 2 recommends reporting with amendments</p>	<p>1/31/2023</p>	<p>Reported & Referred to Appropriations</p>	<p>Monitor</p>
<p>SB 1137</p>	<p>Regional Transportation Authorities</p>	<p>"Creation of Fredericksburg Transportation Authority; funding; recordation tax."</p>	<p>Creates the Fredericksburg Area Transportation Authority, comprising the counties and cities located in Planning District 16. The Authority will administer transportation funding generated through the imposition of (i) an additional transportation improvement grantor's fee at a rate of \$0.06 per \$100 of the consideration for the conveyance and (ii) a local transportation transient occupancy tax at a rate of one percent of the amount of the charge for the occupancy of any room or space occupied in any county or city in Planning District 16.</p>	<p>Jeremy McPike</p>	<p>Senate: Reported from Finance and Appropriations (16-Y 0-N)</p>	<p>2/1/2023</p>	<p>Reported</p>	<p>Monitor</p>
<p>HB 1589</p>	<p>Safety</p>	<p>"Pedestrian control signals; applicability to persons riding bicycles and other devices."</p>	<p>Allows persons riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, mopeds, or motorized skateboards or scooters to follow the pedestrian Walk signal at an intersection when traveling in the direction of the signal, provided they yield to pedestrians in the crosswalk traveling in the same direction. The bill provides that a person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, or motorized skateboard or scooter may not start to cross a highway in the direction of a Don't Walk signal, but such person who has partially completed his crossing on the Walk signal shall proceed to a sidewalk or safety island and remain there while the Don't Walk signal is showing.</p>	<p>Rip Sullivan</p>	<p>House: Transportation Sub #3 recommends laying on the table</p>	<p>1/25/2023</p>	<p>Sub recommends laying on the table</p>	<p></p>

HB 1723	Safety	"Passing stopped school buses; purpose of stop; prima facie evidence."	Makes evidence that a bus was stopped with at least one warning device activated prima facie evidence that the bus was stopped for the purpose of taking on or discharging children, the elderly, or mentally or physically handicapped persons.	Shelly Simonds	House: Read third time and passed House (99-Y 1-N)	2/1/2023	Passed first chamber	Monitor
HB 1773	Safety	"Exception to stopping requirement; bicycle, electric personal assistive mobility device."	Authorizes the operator of a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, or motorized skateboard or scooter to yield instead of stop at an intersection of two highways controlled by a stop sign if (i) each intersecting highway has no more than three motor vehicle travel lanes; (ii) the operator is at least 15 years old or accompanied by an adult; (iii) the operator slows to a speed reasonable for the existing conditions; (iv) before proceeding into the intersection, the person yields the right-of-way to any pedestrian lawfully within the crosswalk and to the driver of another vehicle approaching or entering such intersection from another direction; and (v) the stop sign is not marked as a full-stop stop sign.	Betsy Carr	House: Transportation Sub #3 recommends laying on the table	1/25/2023	Sub recommends laying on the table	
HB 1785	Safety	"Speed limit in residence"	Authorizes the governing body of any city to reduce the default speed limit on any highway maintained by the city that is located in a residence district to less than 25 miles per hour unless otherwise indicated by a sign and to adopt increased penalties for operation of a motor vehicle 15 miles per hour or more above the posted speed limit in a residence district. Current law authorizes the increased penalties in the Cities of Falls Church and Manassas. The bill clarifies that the requirement for signage for a conviction of a speeding violation does not apply to ordinances adopted setting a default speed limit as provided in the bill.	Betsy Carr	House: Assigned Transportation sub #2 recommends laying on the table	1/24/2023	Sub recommends laying on the table	Support

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HB 1939	Safety	"Powers of local authorities; reducing speed limits; highways in the primary and secondary state"	Authorizes the governing body of any locality to reduce to less than 25 miles per hour, but not less than 15 miles per hour, the speed limit of highways that are part of the primary and secondary state highway systems located in a business district or residence district within the locality's boundaries, provided that the reduced speed limit is indicated by lawfully placed signs. Current law only authorizes the governing body of a locality that maintains its own roads to make such a reduction on highways in a business district or residence district within the locality's boundaries	Kenneth Plum	House: Assigned Transportation sub #2 recommends laying on the table	1/24/2023	Sub recommends laying on the table	Support
HB 1995	Safety	Passing stopped school buses; rebuttable presumption.	Extends from 10 days to 30 business days the deadline for issuing a summons for an alleged violation of passing a stopped school bus in order for proof that the motor vehicle passed a stopped school bus and that the defendant was the registered owner of the vehicle to give rise to a rebuttable presumption that the owner of the vehicle was the operator during the violation.	Paul Krizek	House: Read third time and passed House (98-Y 2-N)	2/1/2023	Passed first chamber	Monitor
HB 2104	Safety	"School crossing zones; local gov't authorized to place "school crossing" sign at any location."	Authorizes the local governing body of a county, city, or town to place a "school crossing" sign at any location within the locality. Current law authorizes such placement by the council of the city or town or board of supervisors of a county maintaining its own system of secondary roads. The bill increases the default boundaries of a school crossing zone from 600 feet to 750 feet from the limits of school property and authorizes the governing bodies of cities, towns, and counties in Planning District 8 to decrease the speed limit in school crossing zones below 25 miles per hour without an engineering and traffic investigation, provided that such decreased speed limit is indicated by appropriate signs.	Jeff Bourne	Senate: Referred to Committee on Transportation	1/26/2023	Passed first chamber	

<p>HB 2119</p>	<p>Safety</p>	<p>"Photo speed monitoring devices; locality-designated highway segments."</p>	<p>Authorizes any locality to authorize, by ordinance, its local law-enforcement agency to place and operate photo speed monitoring devices in certain locations named in the ordinance, provided that (i) the highway has a posted speed limit of 35 miles per hour or greater; (ii) the ordinance identifies the locality-designated speeding offense to be enforced by the photo speed monitoring device; (iii) speeding, crash, or fatality data supports the need for stronger enforcement against speeding; and (iv) in counties and towns whose roads are subject to the control and jurisdiction of the Department of Transportation, the locality-designated highway segment is in the secondary state highway system. The bill directs the locality to also identify the speeding violations that may be enforced by photo speed monitoring device. Current law authorizes the use of photo speed monitoring devices in highway work zones and school crossing zones.</p>	<p>Sally Hudson</p>	<p>House: Subcommittee failed to recommend reporting</p>	<p>1/26/2023</p>	<p>Failed</p>	
<p>HB 2379</p>	<p>Safety</p>	<p>"Virginia Highway Safety Improvement Program; surplus funds."</p>	<p>Provides that for any fiscal year, beginning in fiscal year 2024, in which there is a surplus, the Governor shall include in his proposed budget an appropriation of 10 percent of such surplus for the Virginia Highway Safety Improvement Program for the purpose of funding projects consistent with the objectives of the Program.</p>	<p>Danica Roem</p>	<p>House: Referred to Committee on Transportation, Sub 2 recommends laying on the table</p>	<p>1/24/2023</p>	<p>Sub recommends laying on the table</p>	

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SB 847	Safety	Pedestrian control signals; applicability to persons riding bicycles and other devices	Allows persons riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, or motorized skateboard or scooter to follow the pedestrian control signal at an intersection when traveling in the direction of the signal, provided they yield to pedestrians in the crosswalk traveling in the same direction. The bill specifies that such persons shall not start to cross the highway in the direction of such signal while the signal is solid, that pedestrians shall not start to cross the highway when such signal is solid or flashing, and that any person who has partially crossed the highway shall proceed to a sidewalk or safety island when the solid Don't Walk signal begins.	Barbara Favola	Senate: Rereferred to Finance and Appropriations	1/26/2023	Reported & Referred to Appropriations	Monitor
SB 1009	Safety	"Pedestrian control signals; applicability to persons riding bicycles and other devices."	Allows persons riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, mopeds, or motorized skateboards or scooters to follow the pedestrian Walk signal at an intersection when traveling in the direction of the signal, provided they yield to pedestrians in the crosswalk traveling in the same direction. The bill provides that a person riding a bicycle, electric personal assistive mobility device, electric power-assisted bicycle, moped, or motorized skateboard or scooter may not start to cross a highway in the direction of a Don't Walk signal, but such person who has partially completed his crossing on the Walk signal shall proceed to a sidewalk or safety island and remain there while the Don't Walk signal is showing.	Bill DeSteph	Senate: Incorporated into SB 847	1/12/2023	Failed	

SB 1069	Safety	"Drivers stopping for pedestrians; certain signs; stops."	Requires the driver of a vehicle on a highway approaching a pedestrian who is crossing such highway to stop for such pedestrian. Currently, a driver is required to yield the right-of-way to such pedestrian by stopping and remaining stopped. The bill also provides that localities that are already authorized to install signs directing motor vehicles to yield the right-of-way to pedestrians crossing or attempting to cross a highway may also install signs directing motor vehicles to stop for such pedestrians.	Dick Saslaw	Senate: Rereferred to Finance & Appropriations	1/24/2023	Reported	Fairfax County initiative to replace Yield to Pedestrian signs with Stop for Pedestrian signs
SB 1293	Safety	"Bicycles; exemptions to certain traffic control devices; local ordinances."	Authorizes the local governing body of any county, city, or town to by ordinance authorize a bicyclist to treat a stop light as a stop sign and a stop sign as a yield right-of-way sign, provided that certain safety measures are observed.	Creigh Deeds	Senate: Read third time and passed Senate	2/2/2023	Passed first chamber	Monitor
HB 1496	Transit	"Commonwealth Mass Transit Fund; 2.5 percent of Fund allocated to CROC for operating purposes."	Allocates 3.5 percent of the Commonwealth Mass Transit Fund (the Fund) to the Commuter Rail Operating and Capital Fund (CROC) for operating purposes. The bill creates a subfund called the Subfund within CROC for such funds. The bill decreases from 27 percent to 24.5 percent the allocation from the Fund to support the operating costs of transit providers and excludes the Virginia Railway Express from receiving such allocations. The bill requires the actual distribution of the 2.5 percent of the Fund to CROC to be based on service delivery factors established by the Commonwealth Transportation Board and reverts remaining funds to existing allocation for supporting the operating costs of transit providers.	Terry Austin	House: Reported from Appropriations	1/25/2023	Reported	Support concept and follow lead of VRE/NVTC/W MATA on any technical amendments

HB 1609	Transit	"Transit Ridership Incentive Program; on-demand microtransit operations."	Includes the development and implementation of on-demand microtransit operations, defined in the bill, to incentivize and promote transit ridership, as part of the goal of the Transit Ridership Incentive Program. The bill provides that an approved initiative or service is eligible to continue receiving funding for the duration of the Program on an annual basis, for up to 80 percent of costs, from funds that are available to the urbanized area in which the initiative or service is located.	Anne Ferrell Tata	House: Assigned Transportation sub #2 recommends striking from the docket	1/24/2023	Sub recommends striking from the docket	
SB 1079	Transit	"Commonwealth Mass Transit Fund."	Allocates 3.5 percent of the Commonwealth Mass Transit Fund (the Fund) to commuter rail systems jointly operated by transportation districts and excludes such commuter rail systems from receiving allocations pursuant to other distributions of the Fund. The bill requires such commuter rail systems to submit reports to the Commonwealth Transportation Board. The bill limits allocations by the Northern Virginia Transportation Commission (NVTC) for distribution to the Washington Metropolitan Area Transit Authority (WMATA) to 50 percent of the total operating assistance required to be provided by NVTC or other Virginia entities in the approved WMATA budget and establishes reporting requirements for NVTC.	John Cosgrove	Senate: Read third time and passed Senate (39-Y 0-N)	1/30/2023	Passed first chamber	Support concept and follow lead of VRE/NVTC/W MATA on any technical amendments
SB 977	Transit	"Transit Ridership Incentive Program; on-demand microtransit operations."	Includes the development and implementation of on-demand microtransit operations, defined in the bill, to incentivize and promote transit ridership, as part of the goal of the Transit Ridership Incentive Program. The bill provides that an approved initiative or service is eligible to continue receiving funding for the duration of the Program on an annual basis, for up to 80 percent of costs, from funds that are available to the urbanized area in which the initiative or service is located.	Monty Mason	Senate: Stricken from the docket	1/26/2023	Failed	

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HB 2338	Transit	"Transit Ridership Incentive Program; use of funds, improving accessibility."	Directs the Commonwealth Transportation Board to use up to 30 percent of available funds in the Transit Ridership Incentive Program to support local, regional, and state entities in improving the accessibility of transit bus passenger facilities and transitioning public transit bus fleets and infrastructure to zero-emission bus fleets and infrastructure. The bill directs the Board to develop guidelines for applications for grants to any local, regional, or state public entity that supports a transit system.	Delores McQuinn	House: Referred to Committee on Appropriations	1/24/2023	Reported & Referred to Appropriations	
SB 1326	Transit	"Transit Ridership Incentive Program; use of funds, improving accessibility."	Directs the Commonwealth Transportation Board to use up to 30 percent of available funds in the Transit Ridership Incentive Program to support local, regional, and state entities in improving the accessibility of transit bus passenger facilities and transitioning public transit bus fleets and infrastructure to zero-emission bus fleets and infrastructure. The bill directs the Board to develop guidelines for applications for grants to any local, regional, or state public entity that supports a transit system.	Jenn McClellan, Jeremy McPike	Senate: Reported from Senate Transportation Committee	1/26/2023	Reported & Referred to Appropriations	
HB 1710	Transportation Funding	"Additional real property tax on commercial and industrial property in certain localities."	Authorizes counties and cities in Planning District 3, 4, 5, 6, or 7 to impose an additional real estate tax on commercial and industrial property at a rate of up to \$0.10 per \$100 of assessed value. Any revenue raised from such tax would be required to be used to pay for transportation costs. Under current law, only localities within the Northern Virginia Transportation Authority or the Hampton Roads metropolitan planning area are authorized to impose such tax. The bill contains technical amendments.	Dave LaRock	House: Referred to Committee on Finance, Sub 2, recommends laying on the table	1/24/2023	Sub recommends laying on the table	Monitor