

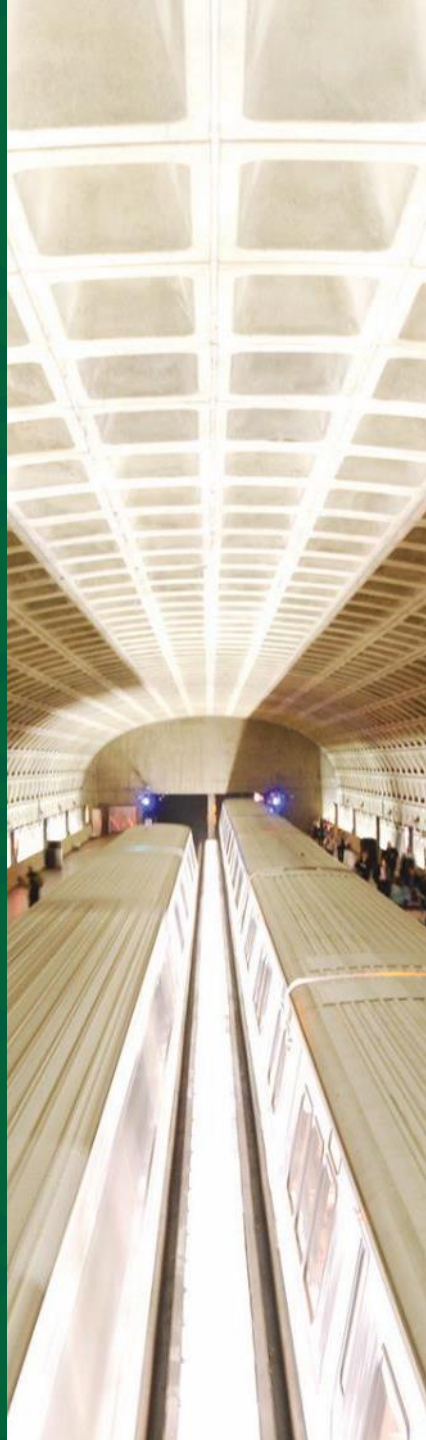


Legislative and Policy Committee

February 2, 2021

Agenda

- 1. Summary of October 15, 2020 Legislative and Policy Committee**
- 2. Update on the 2021 General Assembly Session**
- 3. Federal Update**



Update on the 2021 General Assembly Session

Legislative Bills that NVTC is Monitoring

- **HB 1931 (Levine):** Allows a member of a public body to attend a meeting electronically in order to provide care for a family member with a medical condition
- **HJ 542 (McQuinn):** Requests DRPT to conduct a two-year study of transit equity and modernization in the Commonwealth
- **SB 1271 (McPike):** Allows a public body to meet electronically when a locality in which the public body is located has declared a local state of emergency
- **SB 1350 (Lewis):** Incorporates "resiliency" considerations into statewide transportation planning, but resiliency is not defined

Budget Amendments that NVTC is Monitoring

- **Item 442 #1h:** A one-time allocation of \$30 million from the General Fund to NVTC to be distributed using the NVTC formula to localities to support their financial obligations to WMATA in FY 2022
- **Item 442 #3h:** Authorizes CTB to waive the 25% cap on funds in the Transit Ridership Incentive Program that reduce the impact of fares on low-income individuals
- **Item 442 #4h:** Provides \$500,000 from the general fund upon the passage of HJ 542, which requires DRPT to conduct a two-year study of transit equity and modernization in the Commonwealth
- **Item 443 H:** Governor Northam has proposed a \$50 million budget amendment that would help extend passenger rail service in the New River Valley
- **Item 447 #1s:** Provides \$10 million from the General Fund to the Transportation Partnership Opportunity Fund for an urban smart infrastructure test bed in partnership with the City of Falls Church and Virginia Tech

NVTC Budget Amendment Talking Points

- NVTC jurisdictions pay on average \$200M/year in local funding to WMATA.
- Local sales taxes have been hit hard by the pandemic.
- Northern Virginia's regional gas tax revenues that are dedicated for use by our localities to pay WMATA (typically \$35M/year) are down 57% this fiscal year, so far (a loss of \$12M in first seven months of FY 2021 alone).
- The federal CARES Act and recent CRRSAA/Relief Act did not provide any direct funding to cities and counties to help address local revenue losses.
- WMATA may offer jurisdictions help on their FY 2022 subsidy payments. Even with the credits, the NVTC jurisdictions will still be obligated to pay WMATA anywhere from \$150-\$200M of local funds in FY 2022 while having less available local and regional revenues to cover the bill.
- Despite the potential of much appreciated CRRSAA/Relief Act credits from WMATA, the increased subsidy bill combined with the loss in regional and local revenues still warrant seeking additional funding relief.

Federal Update

- The Biden Administration has prioritized actions to “tackle the climate crisis” and made transit-friendly appointments at the US DOT.
- There have been recent leadership and staff changes on key congressional committees that affect transit.
- Potential transportation-related federal legislation could include in 2021:
 - Additional COVID-19 Relief funding
 - FAST Act Reauthorization (current bill expires Sept. 30)
 - New Infrastructure bill
- NVTC’s federal legislative priorities include support for additional COVID-19 relief, identifying long-term sustainable transportation funding and policy changes to promote transit ridership.

Thank You.



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