

MEETING SUMMARY
NVTC LEGISLATIVE AND POLICY COMMITTEE
NVTC Suite #230 Conference Room
2300 Wilson Blvd., Arlington, Virginia
Public Streaming via YouTube
February 17, 2022

NVTC Legislative and Policy Committee Members Present:

David Meyer, Chair
Canek Aguirre
Adam Ebbin (*via electronic participation*)
Libby Garvey
David Snyder
James Walkinshaw

NVTC Legislative and Policy Committee Members Absent:

Matt Letourneau

NVTC Staff and Others Present:

Kate Mattice, Executive Director
Allan Fye
Tenley O'Hara
Aimee Perron Seibert (*via electronic participation*)

Chair Meyer called the meeting to order at 5:02 p.m. He stated that NVTC is continuing COVID-19 safety protocols and the meeting is being livestreamed on YouTube for the public and staff. He noted that Senator Ebbin is participating electronically because the General Assembly is still in Session.

Chair Meyer asked for any changes to the November 12, 2021 Legislative and Policy Committee Meeting Summary. Committee members accepted the meeting summary with no changes.

General Assembly Update

Chair Meyer stated that the General Assembly had crossover on February 15, which was the last day for each house to act on its own legislation, except budget bills. He asked NVTC's Legislative Liaison Aimee Perron Siebert to give an update.

Ms. Seibert provided an overview of the bills NVTC has been tracking in the 2022 Session. She noted that the only bill that that did not have a hearing was HB 297 (McNamara) regarding the regional fuels tax, which means it was left in committee and is dead for the year. However, several bills that impact transit funding through the grocery tax and the state fuel tax are still in

play. HB 1144 (Webert), which aims to pause the five-cent increase on the state tax on gasoline and diesel fuel, will likely be defeated in the Senate as its equivalent SB 541 (Peake) was already killed. She also underscored the concern regarding HB 90 (McNamara) and SB 451 (Boysko) that would eliminate the grocery tax resulting in a loss of \$250 million over two years for transportation funds. Part of the concern is that there is no current plan to replace this revenue source for transportation. Chair Meyer voiced additional concern regarding this legislation as did several other committee members especially regarding the lack of a plan to backfill lost funds. The committee then discussed potential plans for future legislative sessions to call attention to this issue.

Ms. Perron Siebert stated that monitoring of these bills and budget amendments continue as the General Assembly heads into Budget Sunday, when committees responsible for the budget bill(s) are to complete work before they head into the amendment process.

After further discussion, the committee directed staff to work with Chair Meyer to prepare a letter to Senators Saslaw, Howell and Barker urging them to identify a replacement source for revenues lost with the enactment of SB 451. Since the message of the letter is consistent with NVTC's approved 2022 Legislative and Policy Agenda's "Protect Existing Transit Programs and Funding" priority, following review by committee members and NVTC Chair Aguirre, staff will send the letter as soon as it is finalized.

Federal Update

Ms. Mattice provided a federal outlook, including a written update compiled by Cardinal Infrastructure, VRE's federal legislative liaison. The House passed a Continuing Resolution (CR) to fund the government through March 11, 2022. Majority Leader Schumer has stated that the Senate will take up the measure before the current CR expires. House and Senate Appropriations leaders last week agreed to a spending framework for FY 2022, although the details are not yet available. Ms. Mattice reported that according to USDOT Undersecretary for Policy Carlos Monje the federal government is still operating under FY 2021 funding levels in the current CR, and therefore, the increased program authorization levels cannot yet be fully realized until a full year appropriations bill is enacted.

Ms. Mattice also noted that the White House appears to be in discussions for a new version of the Build Back Better Act. In addition, the Federal Highway Administration (FHWA) announced \$615 million in FY 2022 funding for the new National Electric Vehicle Infrastructure (NEVI) Formula Program authorized by the Infrastructure Investment and Jobs Act (IIJA). Finally, there is proposal for a gas tax holiday through the end of the year by several Senate Democrats, but it does not appear to have bipartisan support.

Chairman Meyer adjourned the meeting at 6:00 p.m.