

Comparison of House and Senate transportation packages

House Bill 1414 (Filler-Corn)	Senate Bill 890 (Saslaw) and SB907 (Lucas)
<p>Safety</p> <ul style="list-style-type: none"> • Bans open containers of alcohol in motor vehicles • Mandates all vehicle occupants wear seat belts and violations are considered a primary offense • Authorize speed photo monitoring in highway safety corridors • Expands local authority to all political subdivisions to decrease speed limits in residential and business areas below 25mph • Bans the use of a cellphone while driving 	<p>SB907 (Lucas) Safety Legislation</p> <ul style="list-style-type: none"> • Mandates all vehicle occupants wear seat belts and violations are considered a secondary offense • Expands local authority to all political subdivisions to decrease speed limits in residential and business areas below 25mph to a minimum of 15mph
HB1414	SB890
<p>Statewide Revenue</p> <ul style="list-style-type: none"> • Increase Gasoline and diesel fuel to 28.2 cents/gallon over 3-years <ul style="list-style-type: none"> ○ Converts the tax to a cents/gallon tax ○ Tax is then indexed to inflation in the final year. • Levy a “highway use fee” for fuel efficient and electric vehicles <ul style="list-style-type: none"> ○ Fee is 85% of the difference in gas tax collected from an “average fuel economy” vehicle in a year and the vehicle subject to the fee <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> ○ Optionally participate in in a “mileage-based user fee” program, this fee cannot exceed the “highway use fee” • Decrease Motor Vehicle Registration fees by \$20 (locality vehicle registration fees held harmless) <p>Regional Revenues -</p> <ul style="list-style-type: none"> • Index regional fuels taxes to the Consumer Price Index starting 7/1/2022 • Applies to jurisdictions in: Northern Virginia Transportation Commission, Potomac Rappahannock Transportation Commission, Hampton Roads Transportation Accountability Commission, I-81 Planning Districts) 	<p>Statewide Revenue</p> <ul style="list-style-type: none"> • Increase Gasoline and diesel fuel to 28.2 cents/gallon over 2-years <ul style="list-style-type: none"> ○ Converts the tax to a cents/gallon tax ○ Tax is then indexed to inflation in the final year. • Levy a “highway use fee” for fuel efficient and electric vehicles <ul style="list-style-type: none"> ○ Fee is 85% of the difference in gas tax collected from an “average fuel economy” and the vehicle subject to the fee <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> ○ Optionally participate in in a “mileage-based user fee” program, this fee cannot exceed the “highway use fee” <p>Regional Revenues -</p> <ul style="list-style-type: none"> • Index regional fuels taxes to the Consumer Price Index starting 7/1/2022 • Applies to jurisdictions in: Northern Virginia Transportation Commission, Potomac Rappahannock Transportation Commission, Hampton Roads Transportation Accountability Commission, I-81 Planning Districts) <p>Northern Virginia - \$30 million for NVT</p> <ul style="list-style-type: none"> • Increase Grantor’s tax to 20 cents per \$100

<p>Northern Virginia - \$30 million for NVTA</p> <ul style="list-style-type: none"> • Increase Grantor’s tax to 20 cents per \$100 <ul style="list-style-type: none"> ○ Decreases existing rate levied from 15 to 10 cents ○ Creates a separate grantor’s tax of 10 cents for congestion mitigation ○ Increase Transient Occupancy Tax (Hotels) from 2% to 3% 	<ul style="list-style-type: none"> ○ Decreases existing rate levied from 15 to 10 cents ○ Creates a separate grantor’s tax of 10 cents for congestion mitigation ○ Increase Transient Occupancy Tax (Hotels) from 2% to 3%
<p>Motor Vehicle State Inspection Program Every other year</p>	<p>Motor Vehicle State Inspection Program Every year, no change from current law</p>
<p>Statewide Programs</p> <ul style="list-style-type: none"> • Interstate Operations and Enhancement Program <ul style="list-style-type: none"> ○ Authorizes issuance of bonds for I-81 improvements authorized by 2019 General Assembly • Transit Incentive Program <ul style="list-style-type: none"> ○ Program to improve transit in urban areas with a population greater than 100,000 by: <ul style="list-style-type: none"> ▪ Encouraging the development of routes of regional significance, regional funding models for transit, bus-only lanes, and fare integration. ○ 25% of these funds are for reducing fares for low income persons. • Special Structures Program <ul style="list-style-type: none"> ○ Established to implement fund approved by 2019 General Assembly to improve certain capital-intensive bridges and tunnels <p>Regional Programs</p> <ul style="list-style-type: none"> • I-81 Corridor Improvement Program <ul style="list-style-type: none"> ○ Commonwealth Transportation Board will develop a project prioritization process for selecting I-81 improvements • Corridor Q – Allows bonds authorized for Rt. 58 to be used to complete final Corridor Q section with Grundy 	<p>Statewide Programs</p> <ul style="list-style-type: none"> • Interstate Operations and Enhancement Program <ul style="list-style-type: none"> ○ Authorizes issuance of bonds for I-81 improvements authorized by 2019 General Assembly • Transit Incentive Program <ul style="list-style-type: none"> ○ Program to improve transit in urban areas with a population greater than 100,000 by: <ul style="list-style-type: none"> ▪ Encouraging the development of routes of regional significance, regional funding models for transit, bus-only lanes, and fare integration. ○ 25% of these funds are for reducing fares for low income persons. • Special Structures Program <ul style="list-style-type: none"> ○ Established to implement fund approved by 2019 General Assembly to improve certain capital-intensive bridges and tunnels <p>Regional Programs</p> <ul style="list-style-type: none"> • I-81 Corridor Improvement Program <ul style="list-style-type: none"> ○ Commonwealth Transportation Board will develop a project prioritization process for selecting I-81 improvements • Corridor Q – Allows bonds authorized for Rt. 58 to be used to complete final Corridor Q section with Grundy
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<p>Independent State Authority</p> <ul style="list-style-type: none"> ○ Purpose is to expand passenger rail services ○ Can acquire and own property and contract for passenger rail service ○ Sales of land valued greater than \$5 million must be approved by the Commonwealth Transportation Board • Receives 91.5% of revenues from the Commonwealth Rail Fund • Board composition • 8 voting, 2 non-voting members <ul style="list-style-type: none"> ○ 3 members from jurisdictions within each of the following: NVTC, PRTC ○ 2 members representing each of the following: HRTAC, RMTA, and Planning Districts 5, 9, 10, or 11 ○ Director of DRPT, can only vote to break a tie ○ Amtrak representative who cannot vote ○ Has powers of eminent domain similar to the Commonwealth Transportation Board and VDOT to acquire property • Contract out operations and concessions, • Issue revenue bonds by a vote of 6 of the 8 Board members • Can use inside the beltway I-66 revenues as revenue for repayment of bonds • Can issue bonds for upgrading Potomac River crossings including the outdated Long Bridge Potomac rail crossing • Rail Authority pre-empts local authority and local zoning ordinances are not applicable to “rights-of-way transferred to the Authority from a railroad” • Authorized to use eminent domain to acquire public and private property • Authority is not subject to local ordinances • Exempted from Virginia Personnel Act and Virginia Public Procurement Acts. 	<p>Independent State Authority</p> <ul style="list-style-type: none"> ○ Purpose is to expand passenger rail services ○ Can acquire and own property and contract for passenger rail service ○ Sales of land valued greater than \$5 million must be approved by the Commonwealth Transportation Board • Receives 91.5% of revenues from the Commonwealth Rail Fund • Board composition • 8 voting, 2 non-voting members <ul style="list-style-type: none"> ○ 3 members from jurisdictions within each of the following: NVTC, PRTC ○ 2 members representing each of the following: HRTAC, RMTA, and Planning Districts 5, 9, 10, or 11 ○ Director of DRPT, can only vote to break a tie ○ Amtrak representative who cannot vote ○ Has powers of eminent domain similar to the Commonwealth Transportation Board and VDOT to acquire property • Contract out operations and concessions, • Issue revenue bonds by a vote of 6 of the 8 Board members • Can use inside the beltway I-66 revenues as revenue for repayment of bonds • Can issue bonds for upgrading Potomac River crossings including the outdated Long Bridge Potomac rail crossing • Rail Authority pre-empts local authority and local zoning ordinances are not applicable to “rights-of-way transferred to the Authority from a railroad” • Authorized to use eminent domain to acquire public and private property • Authority is not subject to local ordinances • Exempted from Virginia Personnel Act and Virginia Public Procurement Act.
<p>Code of Virginia Restructure and simplify transportation revenue streams, transportation and related funds, and fund distributions.</p> <p>Directs 51.24% of revenues to the Highway Maintenance and Operations Fund</p>	<p>Code of Virginia Restructure and simplify transportation revenue streams, transportation and related funds, and fund distributions.</p> <p>Directs 51% of revenues to the Highway Maintenance and Operations Fund</p>

Directs 48.76% of revenues to the Transportation Trust Fund	Directs 49% of revenues to the Transportation Trust Fund
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Fund distributions

Funds	Senate Proposal	House Proposal
Highway Maintenance and Operating Fund	51%	51.24%
Transportation Trust Fund (Table 1)	49%	48.76%

Table 1

Transportation Trust Fund	Senate Proposal	House Proposal
Construction Program (table A)	53%	54.86%
Mass Transit Fund (table B)	23%	21.41%
Rail Fund	7.5%	5.51%
Port Fund	2.5%	2.66%
Aviation Fund	1.5%	1.48%
Space Flight Fund	1%	.9%
Priority Transportation Fund	10.5%	12.69%
DMV	1%	.049%

Table A

Construction Programs	Senate Proposal	House Proposal
State of Good Repair	3%	29.1%
High Priority Projects	2%	20%
Construction District Grant Programs	2%	20%
Interstate Operations and Enhancement Programs	2%	20.4%
Highway Safety Improvement Programs	10%	10.5%

Table B

Commonwealth Mass Transit Fund (33.2-1526)	Senate Proposal	House Proposal
Operating Costs (NO WMATA)	27%	27%
Capital (NO WMATA)	18%	17.7%
NVTC for WMATA	47%	46.6%
Transit Ridership Incentive	6%	6.3%
Special Programs (TDM, Ridesharing, experimental)	2%	2.4%