

<p>SB890</p> <p>Statewide Revenue –</p> <p>Motor Fuels Tax Increases motor fuels tax 8 cents (4 cents/year for 2 years), indexes fuels tax to inflation in 2022.</p> <p>Highway Use Fee Replaces existing electric vehicle registration fee with Highway Use Fee on electric and fuel efficient vehicles</p> <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 OR • Optionally participate in a “mileage-based user fee” program, this fee cannot exceed the “highway use fee” 	<p>HB1414</p> <p>Statewide Revenue</p> <p>Motor Fuels Tax Increases motor fuels tax 12 cents (4 cents/year for 3 years), index fuels tax to inflation in year 3.</p> <p>Highway Use Fee Replaces existing electric vehicle registration fee with Highway Use Fee on electric and fuel efficient vehicles</p> <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 OR • Optionally participate in a “mileage-based user fee” program, this fee cannot exceed the “highway use fee”
<p>Regional Revenues - Index regional fuels taxes to the Consumer Price Index starting 7/1/2022</p> <ul style="list-style-type: none"> • 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 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 <p>Increase Transient Occupancy Tax (Hotels) from 2% to 3%</p> <ul style="list-style-type: none"> • Non Metro-Compact localities retain revenues generated and can use 2/3 for public transportation and 1/3 for other transportation purposes 	<p>Regional Revenues - Index regional fuels taxes to the Consumer Price Index starting 7/1/2022</p> <ul style="list-style-type: none"> • 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 NVTa</p> <ul style="list-style-type: none"> • Increase Grantor’s tax to \$0.20 per \$100 assessed value <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 <p>Increase Transient Occupancy Tax (Hotels) from 2% to 3%</p> <ul style="list-style-type: none"> • Non Metro-Compact localities retain revenues generated and can use 2/3 for public transportation and 1/3 for other transportation purposes
<p>Motor Vehicle Registration Unaddressed</p>	<p>Motor Vehicle Registration Decrease Motor Vehicle Registration fees by \$20 (locality vehicle registration fees held harmless)</p>

<p>State Inspection Unaddressed (remains as annual inspection)</p>	<p>State Inspection Every 2 years</p>
<p>Establish the Virginia Rail Authority</p> <ul style="list-style-type: none"> • Establishes the Virginia Rail Authority as an Independent State Authority <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 the Northern Virginia Transportation District ○ 3 members from the Potomac Rappahannock Transportation District, ○ 2 members from the Richmond region ○ 2 members from the Hampton Roads Region, ○ 2 members representing Planning Districts 5, 9, 10, or 11 ○ Director of DRPT, can only vote to break a tie ○ Representative of a Commuter Rail Company who cannot vote ○ 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 <p>Exempted from Virginia Personnel Act and Virginia Public Procurement Act.</p>	<p>Establish the Virginia Rail Authority</p> <ul style="list-style-type: none"> • Establishes the Virginia Rail Authority as an Independent State Authority <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 the Northern Virginia Transportation District ○ 3 members from the Potomac Rappahannock Transportation District, ○ 2 members from the Richmond region ○ 2 members from the Hampton Roads Region, ○ 2 members representing Planning Districts 5, 9, 10, or 11 ○ Director of DRPT, can only vote to break a tie ○ Representative of a Commuter Rail Company who cannot vote ○ 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 <p>Exempted from Virginia Personnel Act and Virginia Public Procurement Act.</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 200,000 by: <ul style="list-style-type: none"> ▪ Encouraging the development of: <ul style="list-style-type: none"> ▪ 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 <p>Corridor Q – Allows bonds authorized for Rt. 58 to be used to complete final Corridor Q section with Grundy</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 200,000 by: <ul style="list-style-type: none"> ▪ Encouraging the development of: <ul style="list-style-type: none"> ▪ 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 <p>Corridor Q – Allows bonds authorized for Rt. 58 to be used to complete final Corridor Q section with Grundy</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> <p>Directs 49% of revenues to the Transportation Trust Fund</p> <p>(see breakdown in tables below)</p>	<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>Directs 48.76% of revenues to the Transportation Trust Fund</p> <p>(see breakdown in tables below)</p>