

**MOTION:**

**SECOND:**

**RE:               APPROVAL OF LEGISLATIVE AGENDA**

**ACTION:**

**WHEREAS**, each year the Potomac and Rappahannock Transit Commission (“PRTC” or the “Commission”) adopts state and federal legislative agenda to guide its advocacy efforts; and

**WHEREAS**, the 2019 legislative agenda remains focused on the Commission’s priorities of stabilized operating and capital revenues sources.

**NOW, THEREFORE, BE IT RESOLVED** that the Potomac and Rappahannock Transit Commission does hereby approve its 2019 legislative agenda.

**Votes:**

**Ayes:**

**Nays:**

**Abstain:**

**Absent from Vote:**

**Alternate Present Not Voting:**

**Absent from Meeting:**

With six individual jurisdictions coming together to speak as one voice under the name of the [Potomac and Rappahannock Transportation Commission](#) it is critical to outline key policy-level priorities state and federal initiatives.

### Virginia DRPT Performance Measurement Program

- PRTC supports performance measurements to provide accountability and encourage high-performing transit service; however, PRTC is unique in the Commonwealth in that the vast majority of services (known regionally as [OmniRide](#)) are commuter-based with longer-distance travel in one of the most congested areas of the United States
- Performance measurements that do not have a standard *for congestion mitigation or throughput* is inconsistent with the policy goals outlined under the Commonwealth's proudest accomplishments, specifically the I-95/395/495 HOT lanes and the Transform I-66 Project.
- A **\$435K +/- loss** is expected in FY2020 (begins July 1, 2019).

**Action:** Forward legislation to amend VA Code Section 33.2-214.4 (B)(2) to delay adoption of the process for one year with adoption no later than July 1, 2020, and shall apply beginning with the fiscal year 2021-2026 Six-Year Improvement Program

- Allow DRPT additional time to develop a performance measurement program with *defined policy outcomes that match defined program concerns* (i.e., congestion mitigation, throughput, timely expenditures of allocated capital funds) and allow for new statewide data collection/reporting.
- Allow all transit systems the opportunity to conduct the state mandated strategic planning process and adjust to the new performance measurement system *before taking revenues*.
- Encourage reconsideration of "immediate zero-sum" approach to resource allocation; require phased implementation with transitional assistance so local communities have time to choose to eliminate services or add resources.

### Future Revenues to Address the Virginia Transit Capital Shortfall

- PRTC supports a statewide-approach to resolving the loss of revenues that fund transit capital projects. This becomes a critical issue when the Commonwealth Transportation Board (CTB) allocates the last revenues received from the 2007 Transportation Capital Project Revenue Bonds, which make up almost 40% of funds for transit capital investments across Virginia.
- The loss of state funds will directly impact [OmniRide](#), who is particularly reliant on state funds because the vast majority of regional federal capital funds (98%) flows directly to WMATA/VRE.

**Action:**

- PRTC will work closely with fellow stakeholders to identify options for long-term, sustainable funding for the Commonwealth's transportation needs. These are imperative if we are to avoid the collapse of Virginia's transit capital and operational programs.
- Continue to communicate the impact of the very small amount of federal transit capital funds that flow to [OmniRide](#) and the impact of state funds in the effort to maintain the reliability of transit services in one of the most highly congested areas in the entire United States.



## High Occupancy Toll Lane (HOT Lane) Loss of Revenues

- As outlined jointly by PRTC & NVTC in December 2015, PRTC lost federal funds when a new FTA policy no longer gave credit to transit systems operating on High Occupancy Toll (HOT) lanes, only High Occupancy Vehicle (HOV) lanes.
- *Real Impact, Right Now:* OmniRide felt a \$265K loss in federal funds this year, with over \$1M lost over the next five years on I-95 alone.
- *Real Impact, 2022:* As I-66 is converted from HOV lanes to HOT lanes, OmniRide will see another loss of \$615K in annual federal credits that are used for supporting capital needs.

### Action:

- PRTC and NVTC will jointly evaluate the federal policy climate to determine if seeking a policy reversal is appropriate. When considering the future impacts of funding losses forthcoming on I-66, this may be the time to pursue the ability to earn revenues for operating high intensity motorbus services in these congested corridors.

## Things to Watch

- *NVTA Revenues:* Restoring NVTA revenues for continued funding/implementation of multimodal projects (including transit) that support the regional economy and reduce congestion. This will subsequently help transit in all of its forms. Restored NVTA revenues will support new and expanded capacity for all transportation projects (including transit) through the 70% revenues as well as operational costs through the 30% local funds. Likewise, this will benefit the transit environment.
- *Internet Sales Revenue for Transit:* A critical factor this session could be changes in tax law and how Virginia could collect taxes on internet sales after the US Supreme Court's decision in the Wayfair case. In 2013, the General Assembly had explicitly earmarked funds stemming from the passage of any federal Marketplace Fairness Act for transportation and transit. While that is not what has happened, if the spirit of the intent remains, a portion of the new funds coming to Virginia should still be dedicated to transportation, including statewide transit capital.

# DRAFT 2019 Legislative Agenda



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