

Legislative Priorities Archive 2016

Across 6 of Virginia's 10 largest cities, today HRT provides over 17 million trips each year on bus, ferry, light rail, paratransit, and Transportation Demand Management services.

But the region can do better.

Transportation policy at local, regional, state and federal levels should enhance effective mobility for all segments of society, connecting communities and supporting economic prosperity and quality of life across Hampton Roads.

Guiding Principles behind public policy supported by Hampton Roads Transit include:

- Fostering innovation and data-driven decision making, incorporating new technologies
- Achieving and maintaining a State of Good Repair
- Using smarter project and service delivery methods to efficiently connect communities across the region with transit infrastructure and services
- Flexibility and diversity of funding sources and financing options, including new dedicated regional transit funding, with the ability to leverage resources to make each available dollar go farther
- Integration of transportation and land-use policies, plans and projects that foster private investments sooner and expand access to safe and reliable transit for more segments of the Hampton Roads region
- Connecting more workers to jobs, customers to businesses, and access to educational, retail, medical, recreation and other opportunities that support quality of life and thriving local and regional economies
- Balanced and equitable investments across modes and areas of the Commonwealth

Public Policy to Support Key Goals

New public policy is necessary to effectively support Hampton Roads achieving what it needs for better multi-modal infrastructure and services.

Among outcomes, such policy will help to:

- Support the region's workforce and families
- Attract and retain businesses and diversify the regional economy
- Create and sustain places where people want to live, work and play
- Enhance access to opportunity for all people

- Meet current and future demand for travel options other than driving and being stuck in traffic Vision and Values Hampton Roads Transit's vision is to be the most efficient and customer-driven transit agency in Virginia. Our day-to-day activities are guided by core values of Integrity, Workforce Success, Safety, Customer Service, Quality, Innovation, and Financial Health.

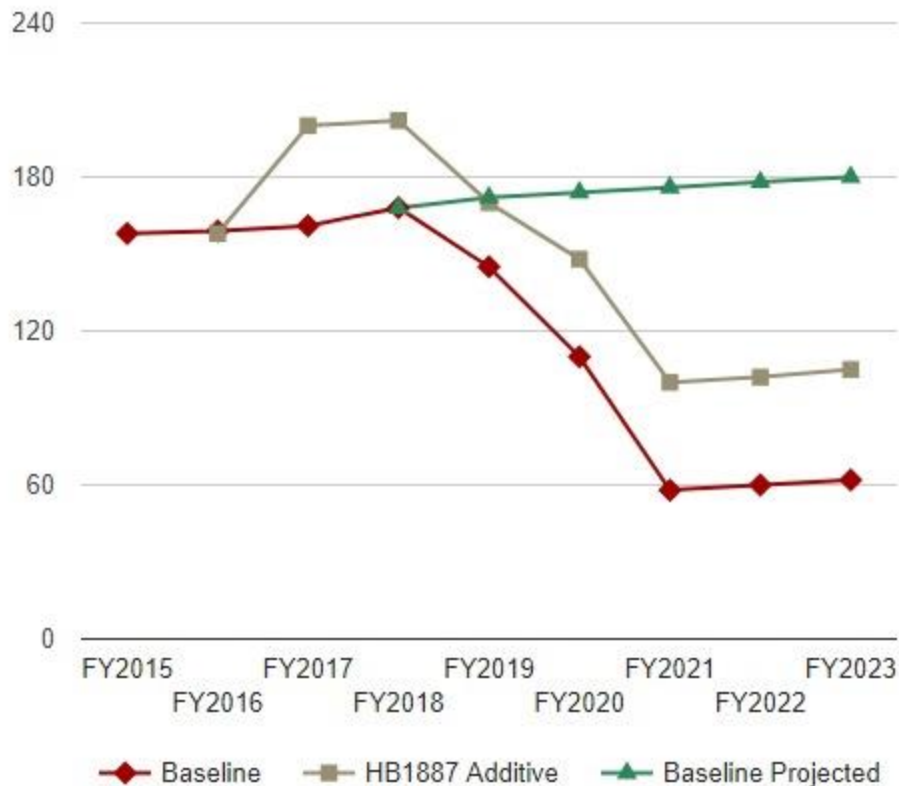
The Transportation District Commission of Hampton Roads Board

2016 Public Policy Priorities State

1. For Northern Virginia and Hampton Roads regional transportation revenues collected by the existing 2.1 percent gas tax, establish the same or similar protective floor to the wholesale price per gallon that is used to compute state wholesale fuel taxes.
2. Address the capital funding gap associated with the end of allocations from transportation revenue bonds authorized in 2007. Explore making Capital Project Revenue (CPR) bonds revolving to support statewide transit capital program stability. Background: In 2007, pursuant to House Bill 3202, the Commonwealth Transportation Board authorized about \$3 billion in bonds for transportation projects, with a minimum 22 percent dedicated to transit capital. The Virginia Department of Rail and Public Transportation elected to receive funding from these Capital Project Revenue (CPR) bonds over a ten year period (\$60 million annually). The anticipated 62 percent permanent decline in state transit capital available in FY18 and beyond has been somewhat alleviated by the passage of HB1887 (2014). However, as shown in Figure 1 a drop-off in available state transit capital is still projected as a result of expiring CPR bonds.

Figure 1

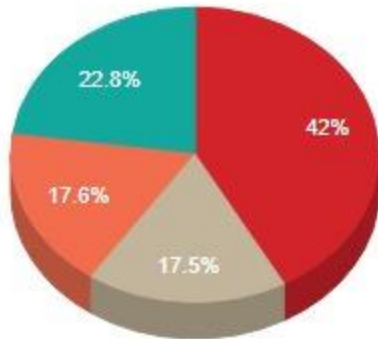
Projected Transit Capital Revenues: Impact of HB1887



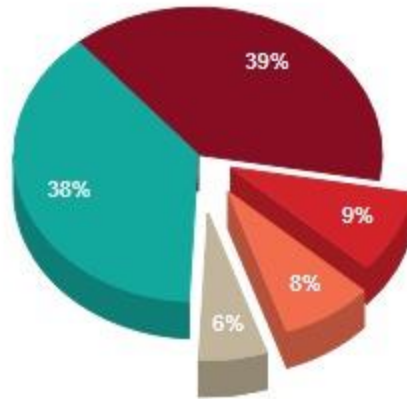
3. Amend §18.2-57 D. relating to assault and battery, establishing the same minimum sentencing guidelines for battery against public transit employees that currently apply in cases of battery (Class 1 misdemeanor) against public and private school employees.

4. Obtain funding for regionally significant transit services. As shown below, the region's existing transit funding structure relies overwhelmingly on local general funds. This hinders the planning and delivery of a robust regional transit system to support regional economic competitiveness and mobility. Relying heavily on local general funds for regional transit infrastructure and services results in numerous negative impacts. This includes Hampton Roads not competing effectively to attract federal discretionary capital investments and to leverage available state transit funding. Under current policy, for dedicated transit funding there is no parity between Hampton Roads and Northern Virginia or other regions that are implementing multimodal transportation improvements. As a result of transit expansion in other parts of the state, the Hampton Roads region is receiving less state formula-based transit operating funding than in past years. Meanwhile, transit is excluded as an eligible expense category from revenue sources currently deposited into the Hampton Roads Transportation Fund. The current transit funding mix in Hampton Roads is inadequate to meet regional transit needs.

HRT FY2016 Operating Budget (6 of Virginia's 10 largest cities)



2012 National Average Operating Budget (National Transit Database)



● Local ● State ● Federal ● Fares & Others ● Dedicated Funding

5. Establish a statewide Public Transportation Safety Day.

2016 Public Policy Priorities Federal

Advocate for a long-term federal transportation reauthorization bill, including adequate Bus and Bus Facilities funding to meet State of Good Repair objectives.