

ITEM #8: HRTPO LEGISLATIVE AD-HOC COMMITTEE

In preparation for the 2014 General Assembly session, the HRTPO Legislative Ad-hoc Committee met on September 16, 2013 to discuss a number of items that may require action by the General Assembly. These items are summarized below:

A. HB2313: HRTF Project and Financial Administrative Costs and Expenses

The Memorandum of Agreement (MOA) between VDOT and the HRTPO relating to implementation of Chapter 766 of the 2013 Acts of Assembly and administration of the Hampton Roads Transportation Fund (HRTF) notes that close coordination between the HRTPO and VDOT will be required to ensure the most effective and efficient use of HRTF revenues. The MOA also outlines the roles and responsibilities of each entity, including specific reporting requirements.

To carry out the HRTPO roles and responsibilities with regard to the HRTF, the HRTPO Legislative Ad-hoc Committee recommends the approval of two new staff positions as described below:

1. HRTF Project Manager

This position will coordinate with VDOT per the HRTPO-VDOT MOA, and with local governments to monitor, manage and report on all projects using revenue from the HRTF. Project reports will include project schedules, critical time lines, progress, delays, etc.

2. HRTF Financial Manager

This position will coordinate with VDOT per the HRTPO-VDOT MOA to monitor and report on revenue collected and held by the Commonwealth and expenditures by VDOT on all projects using revenue from the HRTF.

These two positions will produce monthly written reports and presentations, as necessary, to the HRTPO Board. They will also be utilized to fully coordinate on a daily/weekly basis with VDOT staff to ensure the timely delivery of the HRTF projects.

The total estimated cost for both positions, including a base, standard fringe, and overhead, is \$313,000. **The positions would either have to be supported using proceeds from the HRTF revenue or an increase of approximately \$0.19 per capita in the annual local assessment (currently \$0.80 per capita).**

The HRTPO Legislative Ad-hoc Committee has recommended approval of the two positions described above. HRTPO staff recommends that by July 1, 2014, these positions be approved by the HRTPO Board.

This item is under the Consent Agenda for approval; see Item 15-J-a.

Mr. Dwight Farmer, Executive Director, will brief the HRTPO Board on this item.

B. HRTPO 2014 Legislative Agenda

In preparation for the 2014 General Assembly session, the Legislative Ad-Hoc Committee is tasked with developing a set of legislative priorities to aid in the development of the HRTPO 2014 Legislative Agenda. After meeting in June and September, the Committee recommended approval of eight (8) legislative priorities for consideration for the 2014 General Assembly, which have been organized in the form of an HRTPO Board Resolution (attached).

The Committee also discussed seeking legislation to create a regional finance authority for the Hampton Roads region; however, no formal recommendation was made by the Committee. The HRTPO staff recommends that the HRTPO Board consider this issue and decide whether to make a recommendation within the HRTPO 2014 Legislative Agenda to the General Assembly regarding the establishment of a regional finance authority.

This item is under the Consent Agenda for approval; see Item 14.

Dr. Camelia Ravanbakht, Deputy Executive Director, will brief the HRTPO Board on this item.

Attachment 8-B

C. National Highway Trust Fund Shortfall

The current Federal transportation authorization legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21), was set to expire on September 30, 2014. Although MAP-21 authorized \$105 billion in spending on highway, mass transit, and other transportation programs, the Highway Trust Fund is in danger of going insolvent after the expiration of MAP-21 due to insufficient resources to meet all of its obligations. According to the Congressional Budget Office, this would jeopardize over \$1 billion in the Commonwealth of Virginia in annual funding for transportation improvements.

The Legislative Ad-Hoc Committee has recommended approval of the attached resolution, which supports passage by the U.S. Congress of legislation that would ensure the long-term solvency of the National Highway Trust Fund.

This item is under the Consent Agenda for approval; see Item 15-J-b.

Dr. Camelia Ravanbakht, Deputy Executive Director, will brief the HRTPO Board on this item.

Attachment 8-C



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2013-07**

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION ENDORSING THE HRTPO 2014 LEGISLATIVE AGENDA.

WHEREAS, the Hampton Roads Transportation Planning Organization (HRTPO), designated by the Governor of the Commonwealth of Virginia in accordance with Section 134, Title 23, United States Code (23 USC 134) and applicable federal and state regulations, is the policy body responsible for the urban transportation planning and programming process of the Hampton Roads Metropolitan Planning Area;

WHEREAS, the Hampton Roads Metropolitan Planning Area includes the Cities of Chesapeake, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg; the Counties of Isle of Wight, James City, and York; and a portion of Gloucester County;

WHEREAS, the HRTPO Board is comprised primarily of local elected officials and General Assembly members, representatives from the regional transit authorities as well as from state agencies such as the Virginia Department of Transportation, Department of Rail and Public Transportation, Virginia Port Authority, and Virginia Department of Aviation, and federal agencies such as the Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration;

WHEREAS, the HRTPO Legislative Ad-hoc Committee developed a list of legislative priorities to aid in the preparation of the HRTPO Legislative Agenda for the 2014 General Assembly session;

WHEREAS, the HRTPO has compiled the following legislative priorities to form the HRTPO 2014 Legislative Agenda for the purpose of conveying the information to the General Assembly for its review and consideration for the 2014 General Assembly session;

WHEREAS, upon approval, this resolution will be transmitted to local governments and the Hampton Roads Delegation of the General Assembly.

NOW, THEREFORE, BE IT RESOLVED that the Hampton Roads Transportation Planning Organization hereby endorses the following HRTPO 2014 Legislative Agenda:

- The HRTPO urges the Commonwealth of Virginia pursue federal funding for preparation of a Tier II Environmental Impact Statement for the continuation and expansion of intercity and high-speed passenger rail service from Richmond to Hampton Roads.

- The HRTPO supports reconstitution of the representation on the Commonwealth Transportation Board based on congressional districts so that representation on the CTB would be aligned with the population of the Commonwealth. Specifically, to have one CTB member appointed for each Congressional district, while retaining the current number of At-Large members.
- The HRTPO supports modifying PPTA regulations and guidelines within the Virginia Code to improve transparency by:
 - Placing more decision-making authority into the hands of policymakers instead of agency management staff; and
 - Mandating a robust and comprehensive public comment period on PPTA proposals and provide contract terms and the concessions contemplated into the Comprehensive Agreement prior to final selection.
- The HRTPO supports prohibiting the Virginia Department of Transportation (VDOT) from requiring that toll revenue be used to pay for maintenance on public/private partnership projects going forward. In addition, the HRTPO supports encouraging VDOT to reexamine existing contracts and to have Highway Maintenance and Operations Funds (HMOF) replace toll dollars for the funding of maintenance.
- The HRTPO supports the identification of a dedicated source of funds to support public transportation for the Hampton Roads region.
- The HRTPO supports a Joint Legislative Audit and Review Commission (JLARC) Review of the Equity of Transportation Funding similar, to the 1984 JLARC Study #64, to provide an updated examination of the adequacy of funding for transportation.
- The HRTPO supports the full implementation of the recommendations of the 2010 HB42/SB201 Transportation Programs Performance Audit.
 - Background: JLARC was directed by the Virginia General Assembly, in its 2010 session (HB 42 and SB 201), to assess Virginia's approach to transportation planning and programming. This assessment was an attempt to *"address the alignment of Virginia's processes with federal requirements, collaboration between the State and Metropolitan Planning Organizations, and staffing issues."*
- The HRTPO supports continued funding of the Virginia Intercity Passenger Rail Operating and Capital Fund (IPROC) at the level set forth in the Virginia Transportation Act of 2013.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 21st day of November 2013.

McKinley L. Price
Chair
Hampton Roads Transportation
Planning Organization

Dwight L. Farmer
Executive Director/Secretary
Hampton Roads Transportation
Planning Organization



**HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION
BOARD RESOLUTION 2013-08**

A RESOLUTION OF THE HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION REQUESTING THE U.S. CONGRESS TO PASS LEGISLATION THAT WOULD ENSURE THE LONG-TERM SOLVENCY OF THE NATIONAL HIGHWAY TRUST FUND.

WHEREAS, the federal government's surface transportation programs are financed mostly through the Highway Trust Fund (HTF), an accounting mechanism in the federal budget that comprises two separate accounts, one for highways and one for mass transit.

WHEREAS, the HTF is a transportation fund which receives money from a federal fuel tax of 18.3 cents per gallon on gasoline and 24.4 cents per gallon of diesel fuel and related excise taxes;

WHEREAS, under its current structure, the HTF is not sustainable due to improved fuel efficiency and declining growth in Vehicles Miles Traveled, and has necessitated transfers from general funds;

WHEREAS, the Congressional Budget Office (CBO) estimates starting in FY 2015, the HTF will have insufficient amounts to meet all of its obligations, resulting in steadily accumulating shortfalls;

WHEREAS, since 2008, the U.S. Congress has avoided such shortfalls by transferring \$41 billion from the general fund of the Treasury to the HTF, and an additional transfer of \$12.6 billion is authorized for FY 2014;

WHEREAS, the CBO estimates an additional \$14 billion would have to be transferred to prevent a projected shortfall in 2015;

WHEREAS, the CBO recommends the U.S. Congress could address the shortfall by substantially reducing spending for surface transportation programs, by boosting revenues, or by adopting some combination of the two;

WHEREAS, the CBO recommends bringing the HTF into balance in FY 2015 would require cutting the authority to obligate funds in that year from about \$51 billion projected under current law to about \$4 billion, raising the taxes on motor fuels by about 10 cents per gallon, or undertaking some combination of those options; and

WHEREAS, upon approval, this resolution will be submitted to the Hampton Roads Congressional Delegation.

NOW, THEREFORE, BE IT RESOLVED, that the Hampton Roads Transportation Organization requests the U.S. Congress to pass legislation that would ensure the long-term solvency of the national highway trust fund.

APPROVED and ADOPTED by the Hampton Roads Transportation Planning Organization Board at its meeting on the 21st day of November 2013.

McKinley L. Price
Chair
Hampton Roads Transportation
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Dwight L. Farmer
Executive Director/Secretary
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