Transportation Funding Legislation_General Assembly 2026

	HB 900 (Sullivan) / SB 730 (Surovell) "Big" Bill	HB 1179 (Tran) / SB 638 (Ebbin) SJ28 Bill	HB 978 (Watts)
Revenue Changes	Establishes an additional highway use fee at the regional level for electric or fuel-efficient vehicles, identical in methodology to the state Highway Use Fee. For the Northern Virginia Transportation Commission (NVTC) and Potomac and Rappahannock Transportation Commission (PRTC) Districts, these funds would be deposited into the new NVTC and PRTC Transit Funds. In other districts, these funds would be used like their regional gas taxes.	Similar to HB 900 / SB 730.	
	Reduces the statewide sales tax to 4.0% and includes certain services.	Expands the existing 4.3% statewide sales tax to be implemented on the use of transportation network companies (TNCs), with an additional 1.9% on TNCs within the NVTC transportation district.	Expands the existing 4.3% statewide sales tax to include certain services.
	Increases the regional sales and use tax in the NVTC and PRTC transportation districts - 0.385% for NVTC and 0.2% for PRTC.	Increases the sales and use tax in the NVTC and PRTC districts by 0.2%.	
	Establishes a 20-cent retail delivery fee per transaction in the NVTC district. Excludes food and personal hygiene products. Growth of the fee is linked to CPI. The fee is imposed during the ordering process. If a person orders multiple things at the same time, that collection of items is taxed once, even if the seller later ships the items in multiple deliveries.	Establishes a 50-cent retail delivery fee per transaction statewide, plus an additional 25-cent delivery fee per transaction in the NVTC district. Excludes food and personal hygiene products. Growth of the fee is linked to CPI. The fee is imposed during the ordering process. If a person orders multiple things at the same time, that collection of items is taxed once, even if the seller later ships the items in multiple deliveries.	
		Establishes a 10% sales tax on commercial parking in the NVTC district, excluding Washington Metropolitan Area Transit Authority (WMATA)-specific and residential parking facilities.	

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Contingencies	Provision of funds is contingent on enactment of similar provisions by Maryland and the District of Columbia.	Similar to HB 900 / SB 730	
	Provision of funds is also contingent on the District of Columbia contributing at least $173 million in 2027 and the State of Maryland contributing at least $152 million in 2027 to WMATA, such amounts to be adjusted by 3% increases each year thereafter.		
Regional Funding Allocations	For FY 2027, an amount not to exceed $154.5 million shall be distributed to WMATA for capital purposes. Beginning in FY 2028: A total of $136 million will be deposited into the WMATA Capital Fund. For each fiscal year after 2028, the amount will be 103% of the amount deposited the preceding year. A total of $9.1 million will be deposited into the Commuter Rail Operating and Capital Fund. For each fiscal year after 2028, the amount will be 103% of amount deposited the preceding year. Any revenue generated in excess of the amounts distributed to the WMATA Capital Fund and the Commuter Rail Operating and Capital Fund will be held in trust for each county and city located with the district for public transportation purposes, with the amount in each trust account determined on a pro rata basis in proportion to the revenues generated and attributable to such county or city.	Similar to HB 900/ SB 730	Revenue generated by the imposition of the tax on delivery services in the NVTC District will be distributed to WMATA and all other revenues generated by the imposition of such tax will be distributed to the Commonwealth Transportation Fund. For other revenues generated by changes to the sales and use tax, 60% will be distributed to localities on the basis of school-age population and the balance will be distributed to localities on the basis of high-need student population.

Statewide Funding Allocations	Makes numerous changes to funding allocations throughout the Commonwealth Transportation Fund. The majority of funds receive at least what they currently receive.	Makes numerous changes to funding allocations throughout the Mass Transit Fund, which, when combined with new revenues, should ensure they receive amounts equal to or exceeding current amounts.	Revenues generated by the taxes levied on services and digital personal property will be allocated in the same manner as other sales and use taxes. However, revenues from the state portion of the sales and use tax that would be allocated to the general fund would instead be allocated as follows: first, (i) revenue generated by the imposition of such tax on delivery services in the NVTC District will be distributed to WMATA and (ii) all other revenues generated by the imposition of such tax on delivery services will be distributed to the Commonwealth Transportation Fund. Of the remaining revenues, (a) 60% will be distributed to localities on the basis of school-age population and (b) 40% will be distributed to localities on the basis of the high-need student population in the locality.
WMATA-specific provisions	Redefines the "3% cap" language related to controlling the growth of the WMATA subsidy. Requires WMATA to develop a new methodology for calculating the 3% cap that aligns NVTC localities' bills with the services they are receiving; keeps the CTB penalty of withholding 35% of state aid to NVTC localities if the annual growth in the WMATA subsidy bill exceeds 3%.	Similar to HB 900 / SB 730.	
	Changes the time frame for WMATA to produce an update to its strategic plan from thee to five years.	Similar to HB 900 / SB 730.	

NVTC oversight / WMATA Reporting Requirements	Provides technical edits to reduce duplicative reporting requirements; includes reporting requirements of WMATA included in the DMVMoves resolution regarding capital plan updates, financial plans for major projects, and an annual report on system performance.	Similar to HB 900 / SB 730.	
		Removes Washington Transit Reform Commission provisions created in 2018 (Commission never met and the duties have been undertaken by other authorities).	
NVTC Transit Fund	Creates a new NVTC Transit Fund to support dedicated (and bondable) funding for WMATA, funding for NVTC's portion of VRE's C-ROC, plus local accounts to support transit funding in NVTC localities. Includes funding for NVTC to conduct technical assistance, planning, and design funding to support public transit projects in NVTC district.	Similar to HB 900 / SB 730.	
PRTC Transit Fund	Adds PRTC District to Code and creates PRTC Transit Fund to fund PRTC's portion of VRE C-ROC and its OmniRide services.	Similar to HB 900 / SB 730.	