

2019 General Assembly Session - Summary of Transportation - Related Bills
February 1, 2019

Bill	Summary	Patron	Status	Committee Information
HB1137	Commuter Rail Operating and Capital Fund. Establishes the Commuter Rail Operating and Capital Fund to be used by the Director of the Department of Rail and Public Transportation, with the approval of the Commonwealth Transportation Board, on projects that expand and improve commuter rail service.	Sickles	2/6/18: House - Continued to 2019 in Transportation by voice vote	
HB1786	Vehicles on sidewalks. Adds "other power-driven mobility devices," as defined by federal regulations, to the list of vehicles that can legally be ridden or driven on sidewalks.	Hurst	1/24/19: Senate - Referred to Transportation	
HB1983	Rail Enhancement Fund; matching funds. Provides that federal government funds may be used to satisfy the requirement that any project funded by the Rail Enhancement Fund include at least 30 percent matching funds from a private source. Under current law, the matching funds requirement may be met using funds from private businesses, railroads, regional authorities, and local governments.	Stolle	01/30/19 House: VOTE: PASSAGE #2 (99-Y 0-N)	
HB2313	Comprehensive highway access management standards. Requires the Commissioner of Highways to (i) require any official who approves a highway access project to certify such project's consistency with the comprehensive highway access management standards and such official's due diligence in reviewing the project and (ii) establish an appeals process whereby an approved or denied highway access project can be reviewed by a different official.	Hodges	01/29/19 Senate: Referred to Committee on Transportation	
HB2315	Department of Transportation; at-risk infrastructure; report. Directs the Department of Transportation, in collaboration with the Commonwealth Center for Recurrent Flooding Resiliency, to identify public transportation infrastructure at risk of flooding or deterioration due to flooding and to develop a plan for managing such assets.	Hodges	01/29/19 House: Subcommittee recommends laying on the table (7-Y 0-N)	
HB2326	Statewide prioritization process; primary evacuation routes. Adds maintenance of primary evacuation routes to the factors that must be considered by the Commonwealth Transportation Board in the statewide prioritization process, commonly known as SMART SCALE.	Brewer	1/22/19: House - Tabled in Transportation (21-Y 1-N)	
HB2633	Commonwealth Transportation Board funding; congestion mitigation. Prohibits the Commonwealth Transportation Board from prioritizing a project that is likely to increase congestion over a project that would not increase congestion during the statewide prioritization process, commonly known as SMART SCALE.	Delaney	01/29/19 House: Tabled in Transportation (22-Y 0-N)	
HJ629	Study; JLARC to study reduction or elimination of tolls on Midtown and Downtown Tunnels in Hampton Roads; report. Directs the Joint Legislative Audit and Review Commission to study the feasibility of reducing or eliminating tolls on the Midtown and Downtown Tunnels in Hampton Roads.	Heretick	01/29/19 House: Subcommittee recommends laying on the table (7-Y 0-N)	
HJ671	Study; Department of Rail and Public Transportation; cost of commuter and light rail projects; report. Requests the Department of Rail and Public Transportation to study and develop best practices for lowering the cost of commuter and light rail projects.	Roem	01/29/19 House: Subcommittee failed to recommend reporting (3-Y 4-N)	

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HI704	Transportation agreements. Recognizes that public-private transportation partnership agreements that contain provisions prohibiting or frustrating the construction of non-tolled transportation facilities as alternatives to tolled facilities through economic disincentives are against public policy.	Heretick	1/14/19: House - Referred to Rules	
SB207	Statewide prioritization process project selection. Requires the total cost of a transportation project to be considered in evaluating projects under the statewide prioritization process. The bill requires the Commonwealth Transportation Board to evaluate congestion mitigation on the basis of total traffic volumes, not just traffic volumes during weekdays. The bill imposes restrictions on projects receiving funding from the High Priority Projects Program that are evaluated under the statewide prioritization process.	Stuart	2/7/18: Senate - Continued to 2019 in Transportation	
SB1120/ SB1083	Motor fuels tax; rate of taxation. Repeals the enactment clause from Chapter 766 of the Acts of Assembly of 2013 (the transportation funding bill) that would automatically lower the rate of taxation on motor fuels if Congress were to enact legislation granting states the authority to compel remote sellers to collect and remit sales and use tax.	Petersen	01/30/19 Senate: Read third time and passed Senate (37-Y 3-N)	
SB1470	Additional motor fuels tax. Imposes an additional motor fuels tax equal to five percent of the average wholesale price of gasoline on the sale of gasoline, gasohol, diesel, and alternative fuels. \$300 million of the new revenues would be reserved for improvements to Interstate 81, and the remainder would be distributed pursuant to existing allocation formulas for statewide transportation needs.	Edwards	01/31/19 Senate: Incorporates SB1322 (Hanger)	
SB1550	Bicyclists and other vulnerable road users. Provides that a person who operates a motor vehicle in a careless or distracted manner and is the proximate cause of serious physical injury to a vulnerable road user, defined in the bill as a pedestrian or person riding a bicycle, electric wheelchair, electric bicycle, wheelchair, skateboard, skates, foot-scooter, animal, or animal-drawn vehicle, is guilty of a traffic infraction. The bill prohibits the driver of a motor vehicle from using or crossing into a bicycle lane to pass or attempt to pass another vehicle.	Surovell	01/30/19 Senate: Reported from Transportation with amendment (7-Y 5-N)	
SB1684	Six-year plans for secondary state highways; public meeting. Limits the requirement that a governing body with a six-year plan for improving the secondary highway system advertise for and hold a public meeting regarding such plan to only those years in which the county has a proposed new funding allocation greater than \$100,000.	Petersen	01/29/19 Senate: Read third time and passed Senate (40-Y 0-N)	
SB1749	Robert O. Norris Bridge and Statewide Special Structure Fund. Creates the Robert O. Norris Bridge and Statewide Special Structure Fund to fund the maintenance and replacement of large and unique structures. The bill directs the Commonwealth Transportation Board to undertake a comprehensive review of the current and future condition of pavements and bridges and create a plan that includes the funding needs of large and unique transportation structures in the Commonwealth.	McDougle	01/30/19 Senate: Reported from Transportation with amendment (13-Y 0-N)	

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SB1770	Transportation Funding. Creates a statewide approach to transportation funding. The bill repeals the regional sales tax and gas tax enacted in 2013 to fund transportation initiatives in Hampton Roads and Northern Virginia, and raises the statewide gas tax by three percent to fund transportation generally. The bill has a delayed effective date of July 1, 2020, and directs the Secretary of Transportation to report to the Governor and the chairmen of the House Committees on Appropriations and Transportation and the Senate Committees on Finance and Transportation regarding changes necessary to existing transportation funding allocations to honor existing contracts and debt service obligations.	Deeds	01/31/19 Senate: Passed by indefinitely in Finance (16-Y 0-N)	
363 #1s	First Landing Project. This amendment adds \$50,000 GF in second year to the existing First Landing bike facilities expansion project.	DeSteph		
445 #2h	Tier II EIS - Hampton Roads Passenger Rail. This amendment provides \$12.0 million the second year for costs associated with the Tier II Environmental Impact Statement (EIS) for improved passenger rail service between Hampton Roads (Peninsula and Southside) and Richmond. The total cost is \$24.0 million. A request of \$12.0 million in fiscal year 2020 and \$12.0 million in 2021 would fully fund the project. A Tier II study was recently funded by the Commonwealth and completed from Richmond to D.C.	James		
446 #2s	Tier II EIS - Hampton Roads to Richmond. This amendment requests funding to complete the Tier II Environmental Impact Statement (EIS) for improved passenger rail service between Hampton Roads (Peninsula and South Side) and Richmond. The total estimated cost of the EIS is \$24 million. A Tier II study funded by the Commonwealth was recently completed for the Richmond to DC corridor.	Wagner		