

2021 General Assembly Session - Summary of HRTPO-Related Bills and Budget Amendments  
February 2, 2021

Bill	Summary	Patron	Status
<a href="#">HB1752</a>	<b>Golf carts and utility vehicles; Town of Smithfield.</b> Authorizes the governing body of the Town of Smithfield to, by ordinance, authorize a golf cart or utility vehicle to be operated on a designated public highway where the posted speed limit is 35 miles per hour or less. The bill authorizes a golf cart or utility vehicle in the Town of Smithfield to cross any highway marked as a golf cart crossing by the Department of Transportation.	Brewer	1/25/21: House - Subcommittee recommends laying on the table (6-Y 4-N)
<a href="#">HB1903</a>	<b>Local government authority; reduction of speed limits.</b> Authorizes local governing bodies to reduce the speed limit to less than 25 miles per hour, but not less than 15 miles per hour, in a business district or residence district.	Carr	1/19/21: House - VOTE: Passage (93-Y 6-N). 1/20/21: Senate - Referred to Transportation
<a href="#">HB1910</a>	<b>Creation of regional transportation authorities.</b> Authorizes two or more adjacent counties or cities to form a regional transportation authority to engage in regional transportation projects. The bill sets forth the procedures for forming such authority and determining the membership of its governing board. Ordinances adopted by each member of such authority would set forth the local taxes, fees, and revenues to be contributed by each locality to such authority.	Cole	1/28/21: House - Subcommittee recommends reporting with substitute (9-Y 1-N)
<a href="#">HB1926</a>	<b>Central Virginia Transportation Authority; membership.</b> Adds the Executive Director of the Virginia Port Authority, or his designee, as a nonvoting ex officio member of the Central Virginia Transportation Authority.	McQuinn	1/29/21: House - Block Vote Passage (99-Y 0-N) 2/1/21: Senate - Referred to Transportation
<a href="#">HB2054</a>	<b>Comprehensive plan; transit-oriented development.</b> Adds reducing, modifying, or waiving local parking requirements or ratios to the strategies that may be included when certain larger localities consider incorporating strategies to promote transit-oriented development in reviews of their comprehensive plans. The bill removes from the existing strategy of increasing development density in certain areas to reduce density in others the phrase "to reduce density in others."	Samirah	1/27/21: House - Vote - Passage (76-Y 24-N) 1/28/21: Senate - Referred to Local Government
<a href="#">HB2071</a>	<b>Transportation funding; statewide prioritization process; resiliency.</b> Adds resiliency, defined in the bill, to the list of factors to be considered during the statewide transportation funding prioritization process commonly known as SMART SCALE. The bill also requires that the factors of congestion mitigation, economic development, accessibility, safety, resiliency, and environmental quality be considered relative to the anticipated life-cycle cost of the project or strategy under consideration.	Convirs-Fowler	1/29/21: House - Vote - Passage (64-Y 35-N) 2/1/21: Senate - Referred to Transportation
<a href="#">HB2122</a>	<b>Golf carts and utility vehicles; Town of Ivor.</b> Adds the Town of Ivor to the list of towns that may authorize the operation of golf carts and utility vehicles on designated public highways despite not having established their own police departments.	Brewer	1/25/21: House - Subcommittee recommends laying on the table (6-Y 4-N)
<a href="#">HB2237</a>	<b>Virginia Public Procurement Act; project labor agreements; transportation projects.</b> Requires every public body, prior to requiring bidders, offerors, contractors, subcontractors, or operators on contracts for the design or construction of a road, highway, bridge, or similar transportation improvement to enter into, become or remain signatories to, or adhere to project labor agreements, to make a written determination that requiring such bidders, offerors, contractors, subcontractors, or operators to enter into, become or remain signatories to, or adhere to such project labor agreements advances the public's interests based on objective criteria established by the public body by regulation or ordinance, such as cost, efficiency, quality, safety, timeliness, maintenance of a skilled labor force, labor stability, or advancing minority-owned and women-owned business participation in the project.	McQuinn	1/13/21: House - Referred to General Laws

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<a href="#">HB2245</a>	<b>Use of transportation funds.</b> States that it is the policy of the Commonwealth that revenues dedicated to transportation purposes shall not be used or redirected for any nontransportation-related purpose. Any attempt to repurpose funds dedicated to transportation as of July 1, 2020, shall be deemed invalid and shall not be effectuated.	LaRock	1/26/21: House - Subcommittee recommends passing by indefinitely (6-Y 4-N)
<a href="#">HB2253</a>	<b>Economic Development Access Program, bonded projects.</b> Imposes a 48-month moratorium on the repayment of funds allocated to a locality for a bonded project pursuant to the Economic Development Access Program, provided that the conditions of the Commonwealth Transportation Board's economic development access policy are met. The bill has an emergency clause.	Wampler	1/28/21: House - Reported from Transportation (22-Y 0-N); Referred to Appropriations
<a href="#">HB2262</a>	<b>Traffic regulation; bicycles.</b> Permits operators of bicycles to treat a stop sign as a yield sign in certain situations. The bill requires the driver of a motor vehicle to change lanes when overtaking a bicycle or certain other vehicles when the lane of travel is not wide enough for the overtaking motor vehicle to pass at least three feet to the left of the overtaken vehicle. The bill also removes the limitations on riding bicycles and certain other vehicles two abreast.	Hurst	2/1/21: House - Read second time; Amendment agreed to
<a href="#">HJ542</a>	<b>Study; Department of Rail and Public Transportation; transit equity and modernization; report.</b> Requests the Department of Rail and Public Transportation to conduct a two-year study of transit equity and modernization in the Commonwealth.	McQuinn	1/29/21: House - Reported from Appropriations with substitute (22-Y 0-N)
<a href="#">SB1126</a>	<b>Transportation District Commission of Hampton Roads; membership.</b> Adds a member of the House of Delegates, to be appointed by the Speaker of the House, and a member of the Senate, to be appointed by the Senate Committee on Rules, to the Transportation District Commission of Hampton Roads. Such legislative members must represent districts that include certain cities in the Hampton Roads region. The bill also requires that nonlegislative citizen members of the Commission appointed by the Governor have experience in one of the following fields: transit, transportation, or land use planning; management of transit, transportation, or other public sector operations; public budgeting or finance; corporate communications; government oversight; or state or local government. The new qualifications do not affect the appointment of any current members of the Commission until the expiration of their terms.	Spruill	1/27/21: Senate - Read third time and passed (39-Y 0-N) 2/2/21: House - Referred to Transportation
<a href="#">SB1158</a>	<b>Port of Virginia tax credits; sunset.</b> Extends the sunset for the international trade facility tax credit, the barge and rail usage tax credit, and the port volume increase tax credit from taxable years before January 1, 2022, to taxable years before January 1, 2025.	Spruill	1/25/21: Senate - Read third time and passed (39-Y 0-N) 2/2/21: House - Referred to Finance
<a href="#">SB1217</a>	<b>Taking certain private roads into the secondary state highway system.</b> Directs the Department of Transportation to accept certain private roads into the secondary state highway system if the locality in which the private road is located adopts an ordinance dedicating one percent of real property revenues generated by property on the road to the Department to contribute to the maintenance and upkeep of the road. A private road would be eligible if the private road has served at least 10 occupied parcels for a minimum of 45 years and if the private road intersects with two or more roads in the primary or secondary state highway system.	Ruff	1/21/21: Senate - Passed by indefinitely in Transportation (11-Y 1-N)
<a href="#">SB1223</a>	<b>Transportation electrification; Virginia Energy Plan.</b> Amends the Virginia Energy Plan to include an analysis of electric vehicle charging infrastructure and other infrastructure needed to support the 2045 net-zero carbon target in the transportation sector.	Boysko	1/29/21: Senate - Read third time and passed (22-Y 15-N) 2/2/21: House - Referred to Labor and Commerce

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<a href="#">SB1253</a>	<b>Funds for access roads to economic development sites; criteria for use of funds.</b> Directs the Commonwealth Transportation Board, in consultation with the Secretaries of Transportation and Commerce and Trade, to develop criteria to be used in the award of funds for access roads to economic development sites. The criteria shall take into account job creation, capital investment, and other relevant economic development considerations.	McPike	1/27/21: Senate - Read third time and passed (39-Y 0-N) 2/2/21: House - Referred to Transportation
<a href="#">SB1259</a>	<b>Virginia Highway Corporation Act; alteration of certificate of authority; powers and duties of the State Corporation Commission.</b> Requires any application for a transfer, extension, or amendment of a certificate of authority issued under the Virginia Highway Corporation Act to include information demonstrating the financial fitness of the entity applying to operate the roadway. The bill requires an applicant for a toll increase to provide a forward-looking analysis return that will be reviewed by the Department of Transportation that demonstrates that the proposed rates will be reasonable to the user in relation to the benefit obtained, not likely to materially discourage use of the roadway, and provide the operator no more than a reasonable return. The bill also prohibits the State Corporation Commission from authorizing a toll increase if these criteria are not met or if the proposed increase is for more than one year. The bill requires an operator to receive approval from the Commission prior to refinancing any existing debt.	Bell	2/1/21: Senate - Constitutional reading dispensed (37-Y 0-N)
<a href="#">SB1260</a>	<b>Entry onto land for inspection for transportation purposes.</b> Requires the Commissioner of Highways to provide a landowner with 30 days' notice of the intent to enter and inspect property to ascertain suitability of the property for transportation purposes, and eliminates the requirement that the Commissioner first request permission to enter the property and then provide notice of intent to enter if permission is not granted.	Bell	2/1/21: Senate - Constitutional reading dispensed (37-Y 0-N)
<a href="#">SB1263</a>	<b>Traffic regulations; bicycles.</b> Permits operators of bicycles to treat a stop sign as a yield sign in certain situations. The bill requires the driver of a motor vehicle to change lanes when overtaking a bicycle or certain other vehicles when the lane of travel is not wide enough for the overtaking motor vehicle to pass at least three feet to the left of the overtaken vehicle. The bill also removes the limitations on riding bicycles and certain other vehicles two abreast.	Morrissey	1/27/21: Senate - Read third time and defeated (16-Y 22-N)
<a href="#">SB1350</a>	<b>Transportation funding; statewide prioritization process; resiliency.</b> Adds resiliency, defined in the bill, to the list of factors to be considered during the statewide transportation funding prioritization process commonly known as SMART SCALE. The bill also requires that the factors of congestion mitigation, economic development, accessibility, safety, resiliency, and environmental quality be considered relative to the anticipated life-cycle cost of the project or strategy under consideration.	Lewis	1/21/21: Senate - Reported from Transportation with substitute (12-Y 0-N 2-A); Rereferred to Finance and Appropriations
<a href="#">SB1364</a>	<b>Commonwealth Transit Ridership Fund; creation.</b> Creates the Commonwealth Transit Ridership Fund as a component of the Transportation Trust Fund to pay for free and reduced public transit fares throughout the Commonwealth. Any revenues generated by the retail sale of marijuana and marijuana products is deposited into the Fund. The bill does not become effective unless the retail sale of marijuana and marijuana products is legalized.	Cosgrove	1/21/21: Senate - Stricken at request of Patron in Transportation (14-Y 0-N)

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<b>Budget Amendments</b>			
<a href="#">HB1800 114#1h</a>	<b>Increase Designated Funding for the Port Industrial and Revitalization Fund.</b> This amendment provides an additional \$1.0 million in the second year for the Virginia Removal or Rehabilitation of Derelict Structures Fund and designates \$2.0 million in the second year from this fund to support the removal, renovation or modernization of port-related buildings and facilities in the cities of Portsmouth, Norfolk, Newport News, Richmond, or Front Royal.	Scott	Member Request
<a href="#">HB1800 114#2h</a>	<b>Restore Increase for Planning District Commissions.</b> This amendment restores additional support for Virginia's Planning District Commissions.	Bulova	Member Request
<a href="#">HB1800 442#2h</a>	<b>Require DRPT to Consider Parking Requirements in Transit Planning.</b> This amendment provides \$50,000 from the general fund in fiscal year 2022 pursuant to the passage of House Bill 2054 of the 2021 General Assembly Session which requires DRPT to consider parking requirements when planning for future Transit-oriented development.	Samirah	Member Request
<a href="#">HB1800 442#3h</a>	<b>Waive Cap for Transit Ridership Incentive Program (language only).</b> This amendment authorizes the CTB to waive the 25 percent cap for the Transit Ridership Incentive Program. The 2020 General Assembly created the Transit Ridership Incentive Program in House Bill 1414. The Code of Virginia § 33.2-1526.3 states that up to 25 percent of the funds in this program may be "available to support the establishment of programs to reduce the impact of fares on low-income individuals, including reduced-fare programs and elimination of fares." The remainder of the funds will be used to "promote improved transit service in urbanized areas of the Commonwealth with a population in excess of 100,000." This budget amendment will allow the Commonwealth Transportation Board to waive the 25 percent cap and allocate more funding to support the reduction or elimination of fares. Due to the COVID-19 pandemic, there has been a decreased demand in multi-jurisdictional commuter bus services in urbanized areas and an increased demand for fare reduction due to the pandemic.	McQuinn	Member Request
<a href="#">HB1800 442#4h</a>	<b>Funding to Study Transit Equity and Modernization in the Commonwealth.</b> This amendment provides \$500,000 from the general fund in fiscal year 2022 pursuant to the passage of a Joint Resolution during the 2021 General Assembly Session which requires the DRPT to study the Commonwealth's current public transportation system focusing on the equitable delivery of transportation services and the modernization of transit in the Commonwealth. The resolution requires the DRPT to make a preliminary report by the end of calendar year 2021 and a final report by the end of calendar year 2022.	McQuinn	Member Request
<a href="#">HB1800 442#4h</a>	<b>Coastal Virginia Transportation Infrastructure Inundation Study.</b> This amendment includes language requiring VDOT to report annually on the status of what transportation infrastructure in the Coastal Shore region is at risk to inundation from sea-level rise and what is being done to address the concerns.	Bloxom	Member Request
<a href="#">SB1100 114#1s</a>	<b>Virginia Removal or Rehabilitation of Derelict Structures Fund.</b> This amendment would provide an additional \$1.0 million GF the second year for the Industrial Revitalization Fund and designate the increase for the removal, renovation or modernization of port-related buildings and facilities in the cities of Portsmouth, Norfolk, Newport News, Richmond, or Front Royal.	Lucas	Member Request
<a href="#">SB1100 446#5s</a>	<b>Coastal Virginia Transportation Infrastructure Inundation Study.</b> This amendment requires VDOT to report annually on the status of transportation infrastructure that is at risk to inundation from sea-level rise and actions to mitigate this risk.	Lewis	Member Request

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<a href="#">SB1100 451#1s</a>	<b>(VDOT) Urban Road Maintenance.</b> This amendment provides an additional \$4.1 million NGF in each year to restore critical state funding for Virginia's cities and towns that are responsible for maintaining their own road systems. The amounts are necessary, raising the appropriations to a level approved by the General Assembly during the 2020 Regular Session. State assistance covers roughly 84 percent of total maintenance expenditures. Local dollars supplement the state money. A 2013 VDOT study concluded that localities spend significantly more on their roads than VDOT provides for maintenance. The Department also determined that locally maintained roads are more complex than VDOT primary and secondary roads.	Ebbin	Member Request
<a href="#">SB1100 451#2s</a>	<b>Urban Road Maintenance.</b> This amendment provides an additional \$4.1 million NGF in each year to restore critical state funding for Virginia's cities and towns that are responsible for maintaining their own road systems. The amounts are necessary, raising the appropriations to a level approved by the General Assembly during the 2020 Regular Session. State assistance covers roughly 84 percent of total maintenance expenditures. Local dollars supplement the state money. A 2013 VDOT study concluded that localities spend significantly more on their roads than VDOT provides for maintenance. The Department also determined that locally maintained roads are more complex than VDOT primary and secondary roads.	Saslaw	Member Request
<a href="#">SB1100 453#1s</a>	<b>VDOT Study and Analysis: SB1259.</b> This amendment provides funding as may be needed to address the fiscal impact of SB 1259 of the 2021 General Assembly.	Bell	Member Request
<a href="#">SB1100 459#1s</a>	<b>Waterway Maintenance Fund.</b> This amendment increases the appropriation to the Waterway Maintenance Fund to \$3 million each year to support shallow-draft dredging projects. The increased allocation to the Waterways Maintenance Fund results in a corresponding reduction in available general fund revenues of \$1.5 million annually. If the amendment is adopted, a technical companion amendment to Item 3-1.01.M. will be required to increase the annual general fund transfer to the Waterway Maintenance Fund.	Lewis	Member Request
<a href="#">SB1100 C- 75#1s</a>	<b>CO - Nimmo Parkway in Virginia Beach.</b> This amendment provides \$10.0 million GF to finish Nimmo Parkway Phase VII-B, which benefits Dam Neck Naval Base and residents of Sandbridge with an adequate hurricane evacuation route.	DeSteph	Member Request