

VACo Transportation Steering Committee

August 15, 2019

2019 General Assembly Review of Relevant Issues



Interstate 81 Corridor Improvement Fund

- CTB approves I-81 Corridor Improvement Plan in Dec. 2018 – 63 projects totaling \$2.2 billion
- Stalled legislative effort in 2019 legislative session to fund the improvements is revived in the veto session;
- Result is new dedicated revenue not only for I-81 but other interstate corridors and the NVTAFund; and
- Establishes the I-81 Advisory Committee to provide recommendations on updating improvement plan and priorities for funding projects.



Interstate 81 Corridor Improvement Fund

Source and Dedication of Annual Revenues*

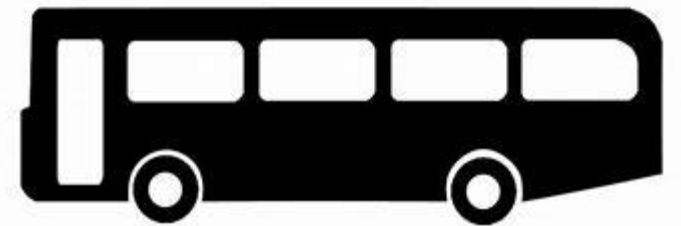
- \$76 million from an increase in tractor-trailer registration fees;
- \$142 million increase (3-year phase in) in the road tax and diesel tax for heavy trucks; and
- \$60 million from a 2.1 percent regional fuel tax along the I-81 corridor.
 - \$150.8 million for I-81 improvements;
 - \$39.2 million for I-95 improvements;
 - \$27.6 million for I-64 improvements;
 - \$42.6 million for other interstate corridor improvements; and
 - \$20 for the Northern Virginia Transportation Authority (NVTA).



* Approximate numbers based on estimates when legislation was amended.

Mass Transit Operating Funds

- 2018 GA created new allocation methodology for operating assistance based on a combination of a transit agency's sizing (relative to others) and performance factors (relative to statewide performance trends);
- HB 2553/SB 1680 allows the CTB to allocate supplemental operating funding (up to \$3 million) in FY 2020 from the non-general fund to any mass transit agency that will experience a loss of operating funds as a direct result of the new performance-based allocation which takes effect on July 1, 2019.



eScooters

HB 2752 Highlights

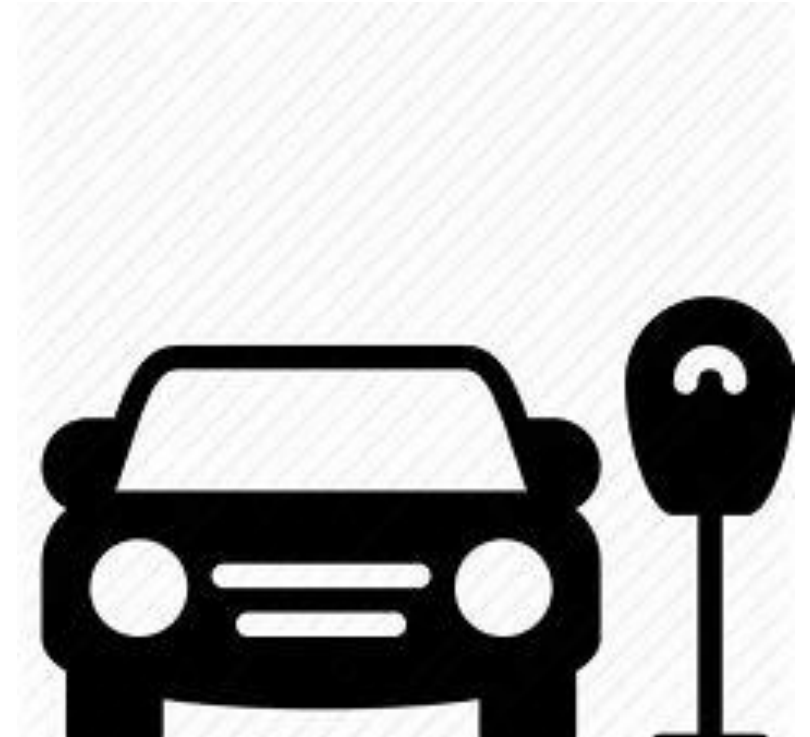
- Creates a new definition in state code for a motorized scooter or skateboard powered by electricity (less than 100 lbs. and not to exceed 20 mph);
- Localities may prohibit them from riding on sidewalks;
- Localities (if ordinance adopted by Jan. 1, 2020) may require companies offering scooter rentals to be licensed and regulated within their jurisdiction; and
- A locality may also by resolution or administrative action establish a pilot program regulating their use if established by Jan. 1, 2020.



Parking Ordinances - Local Authority

SB 1044/HB 1818 Highlights

- Authorizes any county or town with a min. population of 40,000 to utilize law-enforcement, other uniformed employees of the locality, and uniformed personnel under contract to enforce parking ordinances;
- Law prior to passage of this act only allowed cities with a min. population of 40,000 to do so; and
- 28 Counties have a population of 40,000 or greater.



Peer-to-Peer Automobile Rental

DMV Study

Proposed definitions:

- “Peer-to-peer shared vehicle” means a motor vehicle that (i) has been made available for rental by its owner through a peer-to-peer vehicle sharing platform and (ii) is either insured under a personal policy of motor vehicle liability insurance or registered as an uninsured motor vehicle as provided in § 46.2-706.;
- “Peer-to-peer vehicle sharing platform” means any online-enabled application, software, website, or system offered or utilized for the exclusive purpose of renting motor vehicles, including peer-to-peer shared vehicles, and the provision of services incidental to the rental of those vehicles.



Peer-to-Peer Automobile Rental (cont.)

Proposed Taxation as Compared to Other Rental Vehicles:

	Peer-to-Peer Shared Vehicles	Other Rental Vehicles
Levy for special fund (§ 58.1-1736(A)(1))	2%	4%
Levy for localities (§ 58.1-1736(A)(2))	2%	4%
Levy for general fund (§ 58.1-1736(A)(3))	2%	2%
Total	6%	10%