

# VACo Transportation Steering Committee

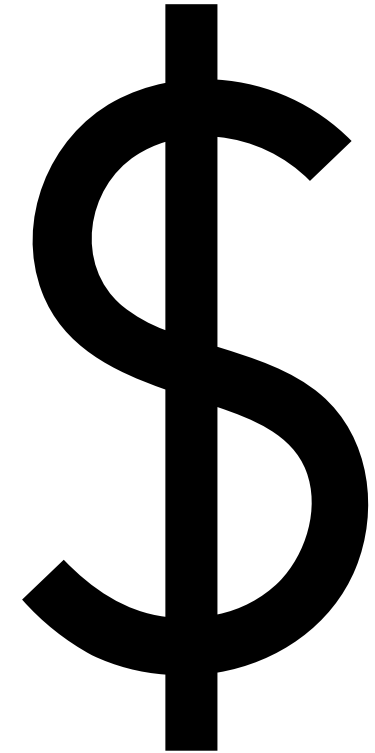
August 18, 2022

## 2022 General Assembly Session Review of Relevant Issues



# Key Provisions of the 2022-2024 Biennial Budget

- *Revenue Sharing Program:* Maintains from the introduced budget \$30 million in additional funds for the Revenue Sharing Program in FY 2022. Also retains \$197.3 million in FY 2023 and \$208.1 million in FY 2024. This increases funding in each year by approximately \$100 million, which could be used to expedite restoration of revenue sharing funds delayed by the General Assembly and Commonwealth Transportation Board (CTB) in order to respond to the pandemic. Such action would still require CTB approval. VACo supports this funding and action.
- *Bus Purchasing:* Includes language exempting manufacturers who sell buses for public transportation from the requirement of having a manufacturers' and dealers' license. VACo supported this change, which allows local governments and transit authorities to purchase buses (SB 281).
- *Grocery Tax:* Reflects the impact of the elimination of the state portion of sales tax levied on food for human consumption and personal hygiene products, which reduces Commonwealth Transportation Fund revenues by \$190.1 million over the course of the biennium.
- *IIJA Funds:* Increases VDOT's appropriation by \$647.4 million NGF in FY 2022 to reflect anticipated increases in state revenues from the December Commonwealth Transportation Fund (CTF) forecast and increases in federal formula funding under the Infrastructure Investment and Jobs Act (IIJA).
- *Revenue Growth:* Increases VDOT's appropriation by \$686.4 million NGF in FY 2023 and \$864.7 million NGF in FY 2024 to reflect the revised December CTF forecast, and the increased formula funding anticipated under the IIJA..
- *I-64 Widening:* Directs \$150 million GF from undesignated FY 2022 surplus revenues for I-64 between exit 205 and exit 234.



# 2022 Legislation Related to VACo Transportation Platform

- **HB 142 Transit Ridership Incentive Program; amount of funds to be used to establish programs.**
  - Changes from a maximum of 25 percent to a minimum of 25 percent the percentage of Transit Ridership Incentive Program (TRIP) funds required to be used to support the establishment of programs to reduce the impact of fares on low-income individuals. The bill requires at least 25 percent of the TRIP funds be used to support regional transit initiatives, among other provisions.
- **HB 275 Secondary Street acceptance; Commonwealth Transportation Board regulations.**
  - Requires the regulations adopted by the Commonwealth Transportation Board regarding ensuring connectivity of highway and pedestrian networks with transportation networks during secondary street acceptance to include flexibility to limit the number of such connections to adjacent property or highway networks. The bill requires the Department of Transportation to convene a stakeholder advisory group to develop and provide recommended amendments to such regulations.



# 2022 Legislation Related to VACo Transportation Platform (cont.)

- **HB 450 Parking of vehicles; electric vehicle charging spots, civil penalties.**
  - Prohibits a person from parking a vehicle not capable of receiving an electric charge or a vehicle capable of receiving an electric charge, but that is not in the process of charging, in a space clearly marked as reserved for charging electric vehicles. A violation is subject to a civil penalty of no more than \$25.
- **HB 632 Exhaust systems; regulation of noise from vehicle on a highway, etc.**
  - Makes certain secondary offenses related to load exhaust systems that are not in good working order primary offenses and exempts local ordinances related to such exhaust systems from the prohibition on law enforcement officers stopping a vehicle for a violation of a local ordinance unless it is a jailable offense.



# 2022 Legislation Related to VACo Transportation Platform (cont.)

- **HB 793/SB 450 Traffic incident mgmt. vehicles; definition, vehicle may be equipped w/ secondary warning lights.**
  - Authorizes traffic incident management vehicles, defined in the bill, operated by persons who complete certain training and recertification requirements to be equipped with flashing red or red and white secondary warning lights.
- **SB 362 Bicycles and certain other vehicles; riding two abreast.**
  - Prohibits persons riding bicycles, electric personal assistive mobility devices, electric power-assisted bicycles, or motorized skateboards or scooters two abreast from impeding the normal and reasonable movement of traffic and requires such persons to move into a single-file formation as quickly as is practicable when being overtaken from the rear by a faster-moving vehicle.



# 2022 Legislation Related to VACo Transportation Platform (cont.)

- **SB 725 Virginia Passenger Rail Authority; membership.**
  - Changes the membership of the Board of Directors of the Virginia Passenger Rail Authority by (i) adding one nonlegislative member who resides within the boundaries of Planning District 3 or 4 and (ii) reducing from two to one the nonlegislative members who reside within the boundaries of Planning District 5, 9, 10, or 11.
- **SB 777 Front and rear bumpers; height limits.**
  - Provides that no passenger car or pickup or panel truck shall be operated on a public highway if the suspension, frame, or chassis has been modified by any means so as to cause the height of the front bumper to be four or more inches greater than the height of the rear bumper. Addresses the so-called “Carolina Squat.”



# 2022 Failed Legislation Related to VACo Transportation Platform

- **HB 633 Speed limits; expands authority of any locality to reduce to less than 25 miles per hour, etc.**
  - Would have expanded the current authority of any locality to reduce the speed limit to less than 25 miles per hour, but not less than 15 miles per hour, on highways within its boundaries that are located in a business district or residence district, provided that such reduced speed limit is indicated by lawfully placed signs, to include highways within the state highway system. VACo supported.
- **HB 978/SB 363/SB 512 Distribution of recordation tax to cities and counties.**
  - Would have reestablished the distribution of \$20 million of state recordation tax revenue to counties and cities to be used for transportation or public education purposes. Legislation in 2020 dedicated the \$20 million to the Hampton Roads Regional Transit Program. VACo supported.



# Orphan Outfalls Update

- The Secretaries of Transportation and Natural Resources released the final report of the multi-year study on “orphan outfalls.”
- The main conclusion of the report is that the law prescribes that the entity responsible for maintenance is the owner of the land, or holder of a drainage easement, at the site of the outfall.
- The report also identified several recommendations to address this issue going forward, which include: clear communication of maintenance responsibility; creation of a pilot process for the systematic identification of existing unmaintained outfalls; development of a statewide best practices guide; and adoption of dedicated and innovative funding
- More information on the report can be found here:
  - <https://www.vaco.org/final-report-on-orphan-drainage-outfalls-released/>

