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Bill Number/Bill Points	Status
Agency/Governor's Bills HB 2040: Noise Abatement Practices and Technologies. (Comstock) Extends for two additional years (until June 30, 2015) VDOT's evaluation of noise abatement practices and technologies demonstration projects.	House Transportation Committee
HB 2041: Fund for Access Roads and Bikeways to Public Recreational Areas and Historical Sites. (Filler-Corn) Authorizes the CTB to establish guidelines, instead of regulations, in connection with use of recreational access funds.	House Transportation Committee
HB 2044: Recycled Materials in Highway Construction Advisory Committee. (Poindexter) Eliminates the Recycled Materials in Highway Construction Advisory Committee.	House Transportation Committee
HB 2049: Composition of Commonwealth Transportation Board. (Rust) Increases the total membership of the CTB from 17 to 20 members by doubling the representation for the Richmond, Hampton Roads, and Northern Virginia highway construction districts. (Governor's Bill) (Like HB 1908, SB 732)	House Transportation Committee
HB 2067: Virginia Alternative Fuels Revolving Fund. (Poindexter) Replaces "regulations" governing the Fund with "guidelines."	House Transportation Committee
HB 2105: Junkyards Policy and Definitions. (Villanueva) Makes technical amendments to conform Virginia's statutes with corresponding changes in federal nomenclature.	House Transportation Committee
HB 2106 / SB 1200: Regulation of Traffic. (Villanueva/Smith) Conforms Title 46.2 (Motor Vehicles) of the Code of Virginia to recent changes to the Manual on Uniform Traffic Control Devices.	House Transportation Committee

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Bill Number/Bill Points		Status
Agency/Governor's Bills cont.	<p>HB 2116 / SB 1209: Powers and Duties of the VDOT Commissioner and the CTB. (Garrett) Amends the powers and duties of the VDOT Commissioner and the CTB to create new efficiencies and streamline procedures by granting the Commissioner greater authority over administrative operations, matters involving the practice of civil engineering, and interaction with stakeholders. (Governor's Bill)</p>	House Transportation Committee
	<p>HB 2186: Transfer of Property by VDOT. (Dudenhefer) Authorizes VDOT to exchange real property controlled by the Department in Albemarle County for private property owned by the Wachtmeister 1981 Revocable Trust.</p>	House Transportation Committee

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Bill Number/Bill Points		Status
CTB	<p><u>HB 1809:</u> Powers of the Commonwealth Transportation Board (CTB). (McQuinn) Limits the ability of the CTB to reallocate funds from certain local highway projects that are inconsistent with the CTB's Statewide Transportation Plan or the Six-Year Improvement Program.</p>	House Transportation Subcommittee #4
	<p><u>HB 1908:</u> Commonwealth Transportation Board Composition. (Surovell) Changes the composition of the CTB so that one member will be appointed from each of Virginia's congressional districts and three will be at-large appointees. The three ex officio members remain unchanged. The bill also replaces the term "metropolitan statistical areas" with "metropolitan planning areas with populations greater than 200,000." (Like HB 2049, SB 732)</p>	House Transportation Committee
	<p><u>SB 732:</u> Composition of the CTB. (Petersen) Increases the number of members of the CTB to 18 by the addition of one citizen member, and changes the areas of representation from the construction districts to the congressional districts. (Like HB 1909, HB 2049)</p>	Senate Transportation Committee
	<p><u>SB 976:</u> CTB Member Removal Circumstances. (Lucas) Provides that the Governor may remove any citizen member of the CTB from office for malfeasance, misfeasance, incompetence, or gross neglect of duty. Currently, such members of the Board may be removed by the Governor at his pleasure.</p>	Senate Transportation Committee

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Bill Number/Bill Points		Status
<p>Dulles Greenway</p>	<p><u>HB 1979</u>: Authorization of Bonds to Acquire the Dulles Greenway. (May) Authorizes the CTB to issue bonds to acquire the Dulles Greenway and if determined necessary by the Board, improve or upgrade the Dulles Greenway. If acquired, the Board would impose and collect tolls from all classes of vehicles in amounts established by the Board for the use of the same. The aggregate principal amount of bonds that could be issued by the Board would be conditioned upon the revenues from the tolls or other charges to be imposed on the Dulles Greenway as proposed and established by the Board, as follows: the revenues from the tolls or other charges proposed by the Board would reasonably be expected by the Board to pay (a) in full and when payable the debt service on all bonds or other obligations issued or entered into by the Board to acquire the Dulles Greenway, (b) the ongoing costs of operating and maintaining the Dulles Greenway, (c) the costs of purchasing and installing electronic tolling equipment or other equipment for the Dulles Greenway if such equipment is determined necessary, (d) the cost of purchasing parking facilities, and (e) ongoing necessary administrative costs relating to the Dulles Greenway. The bill provides no bonds could be issued by the Commonwealth Transportation Board to acquire the Dulles Greenway unless the Treasury Board provides through a written certification provided to the Governor and the CTB its opinion that the revenues from the tolls or other charges proposed by the CTB for use of the Dulles Greenway are reasonably expected to result in a debt service coverage ratio of at least 1.25.</p>	<p>House Appropriations Transportation Subcommittee</p>

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Bill Number/Bill Points	Status
<p>Dulles Greenway cont.</p>	<p><u>HB 1980</u>: Dulles Greenway Authority Created. (May) Creates the Dulles Greenway Authority to, among other things, operate and maintain the Dulles Greenway. The Authority would be governed by a board of directors composed of 15 voting members as follows: one current member of the local governing body of each of the Counties of Arlington, Fairfax, Loudoun, and Prince William and the Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park to be appointed by the Governor; four nonlegislative citizen members to be appointed by the Speaker of the House of Delegates; and two nonlegislative citizen members to be appointed by the Senate Committee on Rules. The Secretary of Transportation would serve as a nonvoting ex officio member of the Board. For voting purposes, the members of the Board appointed by the Governor from the local governing bodies of the County of Fairfax and the County of Loudoun would each be entitled to cast two votes on each question put before the Board. The Authority would operate, maintain, and administer the Dulles Greenway on behalf of the Commonwealth using such moneys as provided to it for such purposes. The Authority would collect all tolls and other charges established by the Commonwealth Transportation Board for the use of the Dulles Greenway and would deposit such funds into the state treasury. The Authority would be prohibited from establishing or fixing tolls, rents, fees, or other charges for the use or enjoyment of any facility owned by the Commonwealth. The provisions of the bill would not become effective unless and until the CTB acquires the Dulles Greenway on or before July 1, 2015.</p>
<p>House Transportation Subcommittee #4</p>	

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Bill Number/Bill Points	Status
<p>Funding/Revenue/Taxes</p> <p><u>HB 1403:</u> Sales and Use Tax Revenue Dedicated to the TTF. (Cole) Increases the amount of sales and use tax revenue dedicated to the TTF from an amount generated by a 0.5 percent tax rate under current law to an amount generated by a one percent tax rate, phased in by a 0.1 percent increase each year for five years, or over a longer period of time if there is a lack of growth in general fund revenues.</p>	House Committee Pending
<p><u>HB 1450 / SB 824:</u> Additional State Sales and Use Tax in the Hampton Roads Planning District Referendum. (Stolle, Villanueva/McWaters) Provides for an additional one percent sales and use tax in the counties and cities located in the Hampton Roads Planning District, with the additional revenues generated by the tax to be used for regional transportation projects. The tax would become effective on January 1, 2014, and only if approved by a majority of the voters in the Planning District at the November 2013 election.</p>	<p>HB 1450: House Committee Pending</p> <p>SB 824: Senate Finance Committee</p>
<p><u>HB 1472:</u> Transportation Funding and Administration. (Watts, Scotts) Provides additional funding for transportation by imposing a motor fuels sales tax rate of five percent for highway maintenance; increasing the state sales tax in Northern Virginia by 0.5 percent for transportation projects in Northern Virginia; and adding an additional recordation tax in Northern Virginia at a rate of \$0.40 per \$100 valuation. The bill also reduces the sales and use tax rate on food for human consumption from 1.5 percent to one percent, and repeals the authority for certain localities to impose a local income tax. The bill removes the sunset date (June 30, 2018) from the legislation that reduced the special real property tax rate on commercial property in Northern Virginia from \$0.25 per \$100 of assessed value to \$0.125 per \$100 of assessed value. Finally, the bill increases the special real property tax rate on commercial property in localities in Hampton Roads from \$0.10 per \$100 of assessed value to \$0.125 per \$100 of assessed value.</p>	House Committee Pending

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Bill Number/Bill Points		Status
<p>Funding/Revenue/Taxes cont.</p>	<p><u>HB 1677:</u> Transportation Funding. (Hugo) Adjusts the sources and amounts of funding for transportation by repealing the tax on all motor fuels except diesel fuel and diesel blended fuel, increasing the retail sales and use tax rate by 0.75 percent and allocating the additional revenue to transportation according to the current formula for motor fuels tax revenue allocation, and doubling the amount of current sales and use tax revenue dedicated to the Transportation Trust Fund.</p>	<p>House Committee Pending</p>
	<p><u>HB 1878:</u> Appropriations of the Commonwealth and its Localities. (Morrissey) Establishes a five percent tax on motor fuels sales based on the statewide average wholesale price of a gallon of self-serve unleaded regular gasoline. The revenues would be distributed to the HMOF, the TTF, the Intercity Passenger Rail Operating and Capital Fund, and the localities to be used for transportation purposes; increases the additional registration fee on electric vehicles from \$50 to \$102 and requires hybrid electric motor vehicles to pay this fee. However, owners of hybrid electric motor vehicles would be eligible for a refund of the new five percent tax on motor fuels sales; lowers individual income tax rates and changes the individual income tax structure, effective January 1, 2014. Income less than \$5,000 would be taxed at a 0.75% rate, income over \$5,000 and up to \$17,000 would be taxed at a 4.5% rate, and income over \$17,000 would continue to be taxed at a 5.75% rate; repeals income tax credits for vehicle emissions testing equipment, clean-fuel vehicles, and biodiesel fuel producers effective for taxable years beginning on or after January 1, 2013; eliminates the sales tax exemption currently extended to certain services, such as auto repairs, taxi and limousines, armored cars, travel, and transportation. (Like HB 2179, SB 717)</p>	<p>House Committee Pending</p>

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Bill Number/Bill Points		Status
Funding/Revenue/Taxes cont.	<p><u>HB 1884:</u> Allocation of Highway Maintenance Funds. (LeMunyon) Provides that highway maintenance funds shall be allocated on the basis of vehicle miles traveled in each highway construction district compared to vehicle miles traveled in the Commonwealth as a whole. However, the bill also allows the Commissioner of Highways to direct funds to specific maintenance projects that he believes are needed to protect public safety, provided he provides written notice to the Commonwealth Transportation Board.</p>	House Transportation Subcommittee #4
	<p><u>HB 1953:</u> U.S. Route 58 Corridor Development Program. (Poindexter) Changes the maximum amount of bonds that may issue from an aggregate principal amount not exceeding \$704,300,000, to a principal amount not exceeding \$704,300,000 outstanding at any time.</p>	House Appropriations Transportation Subcommittee

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Bill Number/Bill Points	Status
<p>Funding/Revenue/Taxes cont.</p>	<p><u>HB 2063</u>: Appropriations of the Commonwealth. (Rust) Establishes a 5% tax on motor fuels sales based on the statewide average wholesale price of a gallon of self-serve unleaded regular gasoline. The revenues would be distributed to the HMOF, the TTF, the Intercity Passenger Rail Operating and Capital Fund, and the localities to be used for transportation purposes; increases the additional registration fee on electric vehicles from \$50 to \$102 and requires hybrid electric motor vehicles registered to pay this fee. However, owners of hybrid electric motor vehicles would be eligible for a refund of the new 5% tax on motor fuel sales; repeals income tax credits for vehicle emissions testing equipment effective for taxable years beginning on or after January 1, 2013; authorizes planning district commissions to be eligible to receive revenues to be used solely for transportation purposes within the planning district. The revenues would be generated by an additional 0.5% state sales and use tax and an additional state recordation tax of 15 cents per \$100 in the localities located in the planning district commission. In order to be eligible, the planning district commission must determine, in order of priority, a list of 10 transportation projects that it would like to fund with the revenues. Additionally, the governing bodies of the localities representing at least a majority of the residents within the planning district commission must pass a resolution in support of the generation of such revenues. After these requirements have been met, the General Assembly must specifically authorize the imposition of such taxes in the localities in the planning district commission during the next session of the General Assembly. If the revenues are authorized, then, if applicable, a locality would no longer be authorized to impose a local income tax.</p>

House Committee Pending

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	Bill Number/Bill Points	Status
Funding/Revenue/Taxes cont.	<p><u>HB 2179 /SB 717:</u> Appropriations of the Commonwealth and its Localities. (Rust/Watkins) Establishes a five percent tax on motor fuels sales based on the statewide average wholesale price of a gallon of self-serve unleaded regular gasoline. The revenues would be distributed to the HMOF, the TTF, the Intercity Passenger Rail Operating and Capital Fund, and the localities to be used for transportation purposes. Increases the additional registration fee on electric vehicles from \$50 to \$102 and requires hybrid electric motor vehicles to pay this fee. However, owners of hybrid electric motor vehicles would be eligible for a refund of the new five percent tax on motor fuels sales. Prohibits the placement of tolls on existing roads without the approval of the General Assembly. Lowers individual income tax rates and changes the individual income tax structure, effective January 1, 2014. Income less than \$5,000 would be taxed at a 0.75% rate, income over \$5,000 and up to \$17,000 would be taxed at a 4.5% rate, and income over \$17,000 would continue to be taxed at a 5.75% rate. Repeals income tax credits for vehicle emissions testing equipment, clean-fuel vehicles, and biodiesel fuel producers effective for taxable years beginning on or after January 1, 2013. Eliminates the sales tax exemption currently extended to certain services, such as auto repairs, taxi and limousines, armored cars, travel, and transportation. (Like HB 1878)</p>	<p>HB 2179: House Committee Pending</p> <p>SB 717: Senate Finance Committee</p>
	<p><u>HB 2224:</u> Motor Fuels Tax Rate Increase. (Howell, A.) Increases the motor fuels tax rate by \$0.10 per gallon and dedicates the additional revenue to the operation, maintenance, improvement, and expansion of the Commonwealth's transportation system.</p>	<p>House Finance Subcommittee #1</p>

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Bill Number/Bill Points	Status
<p>Funding/Revenue/Taxes cont.</p>	<p>HJR 584: Transportation Funds Constitutional Amendment (First Resolution). (Watts) Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, TTF, HMOF, Priority Transportation Fund, and any other transportation fund established by general law, other than a general appropriation law. All revenues dedicated to Transportation Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment requires Funds be appropriated only for such transportation systems and projects as authorized by the General Assembly by law, but excluding a general appropriation law. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan or reduction must be repaid with reasonable interest within three years. (Like HJR 622, HJR 651, HJR 652, SJR 275)</p>

House Privileges and Elections Constitutional Amendments Subcommittee

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Bill Number/Bill Points	Status
<p>Funding/Revenue/Taxes cont.</p>	<p><u>HJR 622</u>: Transportation Funds Constitutional Amendment (First Resolution). (Jones) Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, Priority Transportation Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2014, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds. The General Assembly by general law, other than a general appropriation law, may alter the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest within four years. Moneys designated for deposit into funds other than Transportation Funds shall not be used for any transportation-related purpose except for making certain debt service payments on transportation-related bonds and notes. (Like HJR 584, HJR 651, HJR 652, SJR 275)</p>
<p>House Privileges and Elections Constitutional Amendments Subcommittee</p>	

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Bill Number/Bill Points	Status
<p>Funding/Revenue/Taxes cont.</p>	<p>HJR 651: Transportation Funds Constitutional Amendment (First Resolution). (Villaneuva) Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2014, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds. The General Assembly by general law, other than a general appropriation law, may alter the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest within four years. Moneys designated for deposit into funds other than Transportation Funds shall not be used for any transportation-related purpose except for making certain debt service payments on transportation-related bonds and notes. (Like HJR 584, HJR 622, HJR 652, SJR 275)</p>
	<p>House Privileges and Elections Constitutional Amendments Subcommittee</p>

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Bill Number/Bill Points		Status
<p>Funding/Revenue/Taxes cont.</p>	<p><u>HJR 652</u>: Transportation Funds Constitutional amendment (First Resolution). (O'Bannon) Requires the General Assembly to maintain permanent and separate Transportation Funds to include the Commonwealth Transportation Fund, Transportation Trust Fund, Highway Maintenance and Operating Fund, and other funds established by general law for transportation. All revenues dedicated to Transportation Funds on January 1, 2014, by general law, other than a general appropriation law, shall be deposited to the Transportation Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest within four years. (Like HJR 584, HJR 622, HJR 651, SJR 275)</p>	<p>House Privileges and Elections Constitutional Amendments Subcommittee</p>

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Bill Number/Bill Points	Status
<p>Funding/Revenue/Taxes cont.</p>	<p><u>SB 700: Taxes on Fuels; Issuance of Bonds. (Alexander)</u> Makes the retail sale of gasoline, diesel and other fuels subject to the general five percent retail sales and use tax and reduces the fuels tax from \$0.175 to \$0.125 per gallon. Currently, the sale of fuels is exempt from the general retail sales and use tax, but subject to the fuels tax. Of the net additional revenues generated each year, \$250 million would be deposited into the HMOF and the remainder would be deposited into the Highway Construction Projects Trust Fund (“Fund”), created under the bill. Moneys deposited into the Fund would be used to finance the construction, acquisition, reconstruction, or replacement of or improvements or additions to highway projects as set forth in the general appropriation act to be financed using moneys from the Fund. The bill also authorizes the issuance of up to \$5 billion in bonds for such highway projects, with the bonds and interest to be repaid from the net additional revenues generated by the bill and deposited into the Fund. The CTB is charged with ensuring that of the revenues deposited into the Fund, approximately 38 percent would be used for projects in the Northern Virginia construction district, 31 percent for projects in the Hampton Roads construction district, and 31 percent for projects in all the other construction districts.</p>

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Bill Number/Bill Points	Status	
<p>Funding/Revenue/Taxes cont.</p>	<p><u>SB 855: Transportation Funding and Administration. (Petersen)</u> Increases the base fuel tax rate by 10 cents to \$0.275 per gallon of gasoline, gasohol, and diesel fuel, and then increases or decreases the rate each year using a fuel efficiency index defined as the quotient that is obtained when using as the numerator the total annual vehicle miles traveled for the relevant year and using as the denominator the total gallons of motor fuel consumed for highway use for the relevant year. The numerator and denominator would be the corresponding amounts as published by FHWA of the U.S. DOT. The bill would establish 2007 as the base year for the fuel efficiency index. The percentage change in the fuel efficiency index between the current year and 2007, the base year, would determine the annual percentage increase or decrease in the fuel taxes rates. Each December the DMV Commissioner would compute the adjusted fuel taxes rates. The bill also establishes a \$10 fee for the sale of each new electric motor vehicle battery, being deposited into the HMOF. Finally, the bill increases the membership of the CTB from 17 members to 23 members, with four members representing Northern Virginia, three members representing Hampton Roads, and two members representing Richmond.</p>	<p>Senate Finance Committee</p>
	<p><u>SB 872: Assignment of General Fund Balance. (McWaters)</u> Increases from 67 percent to 75 percent the portion of the general fund surplus remaining at the end of each fiscal year that is deposited into the Transportation Trust Fund. Such deposit takes place after deposits are made to the Revenue Stabilization Fund and the Water Quality Improvement Fund and other statutorily mandated commitments are met.</p>	<p>Senate Finance Committee</p>
	<p><u>SB 925: Sales and Use Tax Revenue Dedicated to the TTF. (McWaters)</u> Increases the amount of sales and use tax revenue dedicated to the Transportation Trust Fund from an amount generated by a 0.5 percent tax rate under current law to an amount generated by a 0.75 percent tax rate, phased in over a period of three years.</p>	<p>Senate Finance Committee</p>

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Bill Number/Bill Points	Status
<p>Funding/Revenue/Taxes cont.</p>	<p>SJR 275: Transportation Funds Constitutional Amendment (First Resolution). (Obenshain) Requires the General Assembly to maintain permanent and separate Transportation Funds (Funds) to include the Commonwealth Transportation Fund, TTF, HMOF, and other funds established by general law for transportation. All revenues dedicated to Funds on January 1, 2013, by general law, other than a general appropriation law, shall be deposited to the Funds, unless the General Assembly by general law, other than a general appropriation law, alters the revenues dedicated to the Funds. The amendment limits the use of Fund moneys to transportation and related purposes. The General Assembly may borrow from the Funds for other purposes only by a vote of two-thirds plus one of the members voting in each house, and the loan must be repaid with reasonable interest within four years. (Like HJR 584)</p>

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Bill Number/Bill Points	Status
Highways/Bridges/Signs HB 1328: Commissioner of Highways Agreements with Localities. (Marshall, R.) Adds Prince William County to existing provisions that allow Fairfax County to enter into agreements with the Commissioner of Highways regarding enforcement of provisions related to signs and advertisements within highway limits. The penalties and costs collected under such agreements are paid to the affected locality.	House Transportation Subcommittee#1
HB 1508: Congressman William Wampler, Sr., Memorial Highway. (O'Quinn) Designates I-81 between the Virginia/Tennessee line and Exit 118 the "Congressman William Wampler, Sr., Memorial Highway."	House Transportation Subcommittee #3
HB 1633: Local Beautification Projects. (Cosgrove) Requires localities that intend to install plant materials in a public right-of-way in connection with a local beautification project to provide at least 30 days' advance notice to VDOT's State Maintenance Engineer. The bill requires any locality that violates the law in carrying out such project to bear the cost of bringing the project into compliance with the law.	House Transportation Subcommittee #4
HB 1885: Quantitative Rating of Pavement Condition and Ride Quality of Highways. (LeMunyon) Requires VDOT, to the extent funds are made available, to determine a quantitative rating on the pavement condition and ride quality of every highway in the primary and secondary state highway systems at least every five years and to post the ratings on its website.	House Transportation Subcommittee #1
HB 2029: Speed Limits. (Dudenhefer) Allows the Town of Quantico to reduce speed limits on any highways within its boundaries to less than 25 mph.	House Transportation Committee
HB 2141: Street Maintenance Payments. (Keam) Provides for increased highway maintenance payments by the VDOT Commissioner to municipalities where traffic volumes exceed the statewide average by more than 20 percent.	House Transportation Committee

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Bill Number/Bill Points		Status
Highways/Bridges/Signs cont.	<p>HB 2215: "Charles K. 'Pete' Estes Memorial Bridge." (Webert) Designates the newly replaced U.S. Route 522 bridge in Sperryville as the "Charles K. 'Pete' Estes Memorial Bridge."</p>	House Transportation Committee
	<p>HB 2217 / SB 959: Crossing Highways. (Greason/Favola) Allows local governing bodies to adopt ordinances requiring users of shared-use paths to stop before crossing highways at marked crosswalks.</p>	Senate Transportation Committee
	<p>SB 771: Number and Display of Vehicle License Plates. (Wagner) Reduces the number of license plates furnished by DMV to registered motor vehicles from two to one and requires the single license plate to be attached to the rear of the vehicle.</p>	Senate Transportation Committee

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	Bill Number/Bill Points	Status
HOV/HOT Lanes	<p><u>HB 1526:</u> HOT Lanes. (Rust) Provides that emergency vehicles and law-enforcement vehicles that otherwise would be allowed free use of HOT lanes cannot do so when the vehicle is being used to commute.</p>	House Transportation Subcommittee #3
Outdoor Advertising	<p><u>HB 2165:</u> Signs or advertising within limits of highways. (Dudenhefer) Imposes a civil penalty of \$100 for first violations and \$250 for second or subsequent violations for placing advertising within highway rights-of-way.</p>	House Transportation Committee
	<p><u>SB 820:</u> Billboards. (Puckett) Establishes conditions under which certain billboard signs may be relocated if land on which the billboard sign is located is acquired by eminent domain in connection with a highway project.</p>	Senate Transportation Committee
	<p><u>SB 888:</u> Advertising Within Highway Rights-of-Way. (Deeds) Provides that penalties and costs collected as the result of an agreement between the Commissioner of Highways and a locality to enforce the prohibition on advertising within highway rights-of-way shall be paid to the locality.</p>	Senate Transportation Committee

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Bill Number/Bill Points	Status
Overweight/Weight Limits	<p>HB 1416: Weight Limits for School Buses. (Crockett-Stark) Exempts school buses from weight limits applicable to other vehicles traveling south on U.S. Route 52 on Fancy Gap Mountain.</p> <p>HB 1985: Vehicle Weight Limits and Overweight Permits. (May) Clarifies 2012 passed legislation dealing with vehicle weight limits and overweight permits. Specifically, the bill increases from 400 pounds to 500 pounds the amount of additional weight allowed motor vehicles that utilize an auxiliary power unit or other idle reduction technology in order to promote reduction of fuel use and emissions due to engine idling and increases allowable weights for certain vehicles hauling Virginia-grown farm products.</p> <p>HB 2227: Weight Enforcement for Coal Trucks. (Morefield) Provides that weight enforcement cannot require a coal truck, the load on which does not rise above the top of the truck's bed (or can be shifted so it does not rise above the top of the truck's bed) to be actually weighed.</p> <p>HB 2228: Overweight Vehicle Permit Fees. (Morefield) Provides that the engineering analysis performed prior to issuance of an overweight vehicle permit is not to exceed three hours.</p> <p>HJR 586: Weight Limits on Interstate Highways. (Tyler) Memorializes the Virginia Congressional Delegation to support efforts to allow states to authorize higher weight limits for commercial motor vehicles carrying agricultural and forestry products on interstate highways.</p>
Photo Monitoring	<p>HB 1879: Photo-Monitoring Systems. (Morrissey) Provides that the length of the all-red clearance interval shall be established based on the recommended methodology of the Institute of Transportation Engineers. The bill also amends current provisions by detailing the instances in which citations may be issued to drivers making right-turn movements.</p>

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Bill Number/Bill Points	Status	
<p>PPTA</p>	<p>HB 1692: PPTA Proposals Comprehensive Agreements. (Jones, C.) Requires that within 30 days of the receipt of an unsolicited proposal for the development or operation of a qualified transportation facility, a responsible public entity shall post a public notice of the unsolicited proposal on the DGS electronic procurement website and provide 120 days for the submission of any competing proposals. The bill specifies that the notice is to include specific information regarding the nature, timing, and scope of the qualifying transportation facility, and that the responsible public entity must afford opportunities for public comment on the proposals submitted. The bill also requires that once the negotiation phase for the development of an interim or a comprehensive agreement is complete and a decision to award has been made by a responsible public entity, the responsible public entity is required to post the major business points of the interim or comprehensive agreement.</p>	<p>House Transportation Subcommittee #4</p>
	<p>HB 1814: Comprehensive Agreements Under PPTA. (Joannou) Requires that every comprehensive agreement entered into under the 1995 PPTA on or after July 1, 2013, be subject to approval by a majority vote of both houses of the General Assembly. (Like SB 977, SB 1081)</p>	<p>House Transportation Subcommittee #4</p>
	<p>HB 1994: Virginia Public Procurement Act Contract Pricing Arrangements. (Massie) Provides that the award of a public contract may be made on the basis of cost plus a percentage of the private investment made by a private entity in cases of the procurement of commercial or financial consulting services related to a qualifying transportation facility under the 1995 PPTA or a qualifying project under the 2002 PPEA, where the commercial or financial consulting services are sought to solicit or to solicit and evaluate proposals for the qualifying transportation facility or the qualifying project. The bill defines "private entity," "qualifying transportation facility," and "qualifying project."</p>	<p>House Transportation Committee</p>

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	Bill Number/Bill Points	Status
<p>PPTA cont.</p>	<p><u>SB 860</u>: 1995 PPTA and 2002 PPEA Procurement. (Lucas) Provides that no real property asset that produces annual average revenue of \$10 million or more over the five most recent fiscal years, or \$10 million revenue in the most recent fiscal year, may be the subject of any lease, concession agreement, or similar type of agreement that transfers to a nongovernmental entity possession or control of the asset for more than 10 years at a time, including any renewal, sold, or securitized as a part of a qualified transportation facility under the 1995 PPTA or a qualified project under the Public-Private Education Facilities and Infrastructure Act of 2002 unless it has been declared to be surplus property. The bill also requires any comprehensive agreement for a qualifying transportation facility where the responsible public entity is a state entity to provide a summary containing the major business points of the agreement to the Public-Private Partnership Advisory Commission for review and comment. In addition, the bill provides that any proposed comprehensive agreement for a qualifying transportation facility, when the responsible public entity is an agency or institution of the Commonwealth, that creates state tax-supported debt, requires a level of appropriation beyond the appropriation received by the responsible public entity in the most recent appropriation act, or alters the Commonwealth's discretion to change the level of services or the funding for such services over time must be reviewed by the General Assembly prior to execution.</p>	<p>Senate General Laws and Technology Committee</p>

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Bill Number/Bill Points	Status
<p>PPTA cont.</p>	<p><u>SB 977</u>: 1995 PPTA and the Public-Private Education Facilities and Infrastructure Act of 2002. (Lucas) Requires the responsible public entity to obtain the approval of each affected jurisdiction prior to the execution of a comprehensive agreement under the 1995 PPTA or the 2002 PPEA whenever the development or operation of the qualifying transportation facility or project impacts local tax revenues or increases the fees or expenses that are paid by residents of the affected jurisdictions. The bill also provides for the guidelines established by a responsible public entity under the PPTA to require that a final environmental impact study be completed prior to commencing project development and prohibits a comprehensive agreement under the PPTA from containing a non-compete or damage provision or any similar provision requiring additional payments to the private entity to recover reduced revenue due to improvements made by the Commonwealth to any other transportation facility. (Like HB 1814, SB 1081)</p>
<p><u>SB 1081</u>: 1995 PPTA 2002 PPEA Comprehensive Agreements. (Miller) Provides that no comprehensive agreement providing for the lease, operation, or transfer of ownership of a qualifying transportation facility under the PPTA a qualified project under the PPEA with a total value of \$1 billion or more shall be executed by a state agency unless approved by the Governor and a bill that includes a specific description of the proposed agreement and its anticipated expenditures and revenues is passed by the General Assembly. (Like HB 1814, SB 977)</p>	<p>Senate Transportation Committee</p> <p>Senate General Laws and Technology Committee</p>

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Bill Number/Bill Points		Status
Procurement/Contracting	<p><u>HB 1624:</u> Virginia Public Procurement Act; Contracts and Labor Organizations. (Hugo) Provides, under certain conditions, that when engaged in procuring products or services or letting contracts for construction, manufacture, maintenance, or operation of a transportation facility paid for in whole or in part by state funds, or when overseeing or administering such procurement, neither the CTB nor any state transportation agency nor any construction manager acting on behalf of such entities shall, in their bid specifications, project agreements, or other controlling documents, provide an incentive in the scoring of such bids that favors entities entering into project labor agreements. The bill defines "transportation facility" and sets out exceptions to this requirement.</p>	House General Laws Subcommittee #2
	<p><u>HB 2078:</u> Public Procurement. (Peace) Increases public notice of requests for proposals from 10 to 30 days. The bill also limits the use of competitive negotiation for construction projects, including certain public institutions of higher education, for which the aggregate or sum of all phases is not expected to exceed \$10 million, the nature of the project is such that it is unusually complex or extraordinary conditions exist, and the DGS Director and the Secretary of Administration certify such conditions exist; requires posting on eVa and other appropriate websites for state and local public bodies using certain methods of procurement; changes the process for procurement of design-build or construction management projects; and allows a bidder or offeror to protest a public body's use of competitive negotiation.</p>	House General Laws Committee
	<p><u>HB 2079:</u> Virginia Public Procurement Act Methods of Procurement. (Jones) Reorganizes the definitions of competitive sealed bidding and competitive negotiation. The bill also adds a definition of job order contracting.</p>	House Committee Pending

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Bill Number/Bill Points	Status
<p>Procurement/Contracting cont.</p>	<p>SB 1170: Virginia Public Procurement Act Required Contract Provisions. (Deeds) Requires all public bodies to include in every contract of more than \$100,000 that involves the performance of work within the Commonwealth provisions requiring the contractor to agree that 51 percent of all positions created in performance of the contract be filled by Virginia residents, that 35 percent of the total hours worked by apprentices in positions created in performance of the contract be performed by Virginia residents, and to use the Virginia Employment Commission as the first source of referral for obtaining qualified applicants for any new position. Under the bill, "new position" does not include a position that is filled by a current employee of the contractor or an individual who was previously laid off by the contractor. The required provisions do not apply to any contracts for the procurement of professional services.</p>

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Bill Number/Bill Points	Status	
Property Conveyance	<p>HB 1627: Transfer of Property by VDOT. (Webert) Authorizes VDOT to convey certain real property in Fauquier County controlled by the Department in exchange for other real property in Fauquier County to be used for a park-and-ride.</p>	House Transportation Subcommittee #4
Reports/Studies	<p>HJR 620: JLARC to Study Transportation Funding Report. (Jones) Directs JLARC to study the efficiency and sufficiency of funding for transportation programs in the Commonwealth.</p>	House Rules Committee
	<p>SJR 299: JLARC to Study VDOT Efficiency Report. (Vogel) Directs JLARC to study the efficiency of VDOT.</p>	Senate Rules Committee

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Bill Number/Bill Points	Status
Tolls HB 1302: Tolling Fees. (Loupassi) Prevents VDOT from charging monthly fees for the automatic electronic tolling payment program and its transponders. (Like HB 1779)	House Transportation Subcommittee #3
HB 1460: Tolls Interstate Highway System. (Tyler) Prohibits tolling on Interstate 95 without the approval of the General Assembly. (Like HB 2129, HB 2196, SB 865)	House Committee Pending
HB 1696: Dulles Toll Road and the Dulles Corridor Metrorail Project. (Minchew) Authorizes VDOT to enter into an agreement with the Metropolitan Washington Airports Authority (MWAA) whereby MWAA would reduce tolls on the Dulles Toll Road in exchange for the Commonwealth's moral obligation backing of bonds, not exceeding an aggregate principal amount of \$500 million, issued by MWAA to fund Phase 2 of the Dulles Corridor Metrorail project.	House Appropriations Committee
HB 1779: Tolling Transponder Fees. (Filler-Corn) Prohibits imposition of a monthly fee for any tolling transponder for any month in which the transponder is used at least 10 times. (Like HB 1302)	House Transportation Subcommittee #3
HB 1949: Reckless Driving Speed Limits on Toll Facilities. (Yancey) Eliminates the provision making driving 80 mph or faster reckless driving and allows speed limits of 80 mph on toll roads, including HOT lanes.	House Courts of Justice Criminal Subcommittee #1
HB 2020: Use of Toll Revenues. (LeMunyon) Prohibits use of toll revenues for any purpose other than the construction, reconstruction, replacement, maintenance replacement, improvement, or maintenance of the facility for the use of which the tolls were imposed and collected, except as otherwise provided in § 33.1-23.03:4 (Toll Facilities Revolving Account) and subsection D of § 33.1-23.03:10 (tolls on Interstate Highway System components). The bill exempts from its provisions tolls imposed and collected on January 1, 2013.	House Transportation Committee

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Bill Number/Bill Points		Status
	<p><u>HB 2129: Toll Roads. (Spruill)</u> Requires General Assembly approval for tolling of any Interstate, state primary, or state secondary highway system component. (Like HB 1460, HB 2196, SB 865)</p>	House Transportation Committee
Tolls cont.	<p><u>HB 2196: Tolls on Interstate Highway System components. (Peace)</u> Requires approval by the General Assembly prior to tolling any Interstate Highway System component in operation prior to July 1, 2013, except for HOV lanes and HOT lanes and continued tolling on toll facilities in operation prior to January 1, 2013. (Like HB 1460, HB 2129, SB 865)</p>	House Transportation Committee
	<p><u>SB 695: Virginia Toll Relief Act; Virginia Casino Gaming Commission. (Lucas)</u> Creates the Virginia Casino Gaming Commission as the licensing body for casino gaming. The bill sets up the regulatory system for casino gaming and provides penalties for violations of the casino gaming law. Proceeds shall be deposited into the TTF and the Local Casino Gaming Proceeds Fund. (Like SB 696, SB 697, SB 714)</p>	Senate General Laws and Technology Committee
	<p><u>SB 696: Virginia Toll Abatement Act; Virginia Casino Gaming Commission. (Lucas)</u> Creates the Virginia Casino Gaming Commission as the licensing body for casino gaming. The bill sets up the regulatory system for casino gaming and provides penalties for violations of the casino gaming law. Proceeds shall be deposited into the TTF and the Local Casino Gaming Proceeds Fund. Under the bill conduct of casino gaming shall be limited to counties, cities, and towns that are located in Planning District 8, 9, 10, 15, 16, 17, 18, 19 20, 21, 22, or 23. (Like SB 695, SB 697, SB 714)</p>	Senate General Laws and Technology Committee

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	Bill Number/Bill Points	Status
	<p><u>SB 697:</u> Virginia Transportation Enhancement and Toll Abatement Act; Virginia Casino Gaming Commission. (Lucas) Creates the Virginia Casino Gaming Commission as the licensing body for casino gaming. The bill sets up the regulatory system for casino gaming and provides penalties for violations of the casino gaming law. Proceeds shall be deposited into the TTF and the Local Casino Gaming Proceeds Fund. Under the bill conduct of casino gaming shall be limited to counties, cities, and towns that are located in Planning District 8, 9, 10, 15, 16, 17, 18, 19, 20, 21, 22, or 23. (Like SB 695, SB 696, SB 714)</p>	Senate General Laws and Technology Committee
Tolls cont.	<p><u>SB 714:</u> Virginia Toll Mitigation Act; Virginia Casino Gaming Commission. (Lucas) Creates the Virginia Casino Gaming Commission as the licensing body for casino gaming. The bill sets up the regulatory system for casino gaming and provides penalties for violations of the casino gaming law. Proceeds of the gross receipts tax and admission tax imposed on casino gaming operators will be paid into the Toll Mitigation Fund, which shall be used to mitigate the tolls established to support construction and maintenance of the Dominion Boulevard Bridge and Roadway Improvement Project and the Downtown Tunnel/Midtown Tunnel/Martin Luther King Freeway Extension Project. A referendum of the location of a casino gaming operation shall be limited to localities within the Hampton Roads Transportation District, and no initial license to operate a casino gaming operation may be issued unless a regional referendum approving casino gaming has been conducted and approved. (Like SB 695, SB 696, SB 697)</p>	Senate General Laws and Technology Committee
	<p><u>SB 865:</u> Tolling Interstate Highway System components. (McEachin) Requires General Assembly approval before tolls are imposed or collected by the CTB on any component of the Interstate Highway System except for High-occupancy toll lanes. (Like HB 1460, HB 2129, HB 2196)</p>	Senate Transportation Committee

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Bill Number/Bill Points		Status
Transportation Planning	<p>HB 1717: Comprehensive Plan Transportation. (Anderson) Provides that the transportation component of a local comprehensive plan shall be consistent at the interstate and primary levels with various state and local transportation plans. The bill also shortens from 90 to 45 days the time period by which VDOT shall provide comment upon submission of such local plans for review.</p>	House Counties, Cities and Towns Committee
	<p>HB 1718: Termination or Alteration of Certain Transportation Projects. (Anderson) Provides for reimbursement of VDOT by localities and metropolitan planning organizations when certain projects are terminated or altered. (Like SB 1075)</p>	House Transportation Subcommittee #4
	<p>SB 1075: Transportation Planning and Projects. (Barker, Stuart) Requires a locality to repay the Department when a locality requests termination of a project and the Department does not agree to the termination. The bill also expands the step before a locality requests alterations to a project to include the approval of project scope and final engineering by the Department. (Like HB 1718)</p>	Senate Transportation Committee