

2024 General Assembly Session – Bills of Interest—Status as of 6/11/24
VDOT-Related

Bill Number / Patron	Description	Status
HB 74 Reid SB 644 Perry	<p>Unpaved secondary highway funds. Clarifies that the improvement of nonsurface treated secondary highways includes improvements other than paving, as described in the bill. The bill also clarifies that the local governing body of the county receiving funds for such improvements will select the highways or highway segments to be improved, after consulting with VDOT. Improvements are to be designed and implemented utilizing project standards that conform to then-existing federal and state requirements and standards and, if no such standards exist, that conform to standards as mutually agreed upon by the Department and the locality.</p>	Signed by Governor Chapters 134/160 Effective 7/1/ 2024
HB 92 Wachsmann SB 323 Jordan	<p>Percy Lee House, III Memorial Bridge. Designates the bridge on Otterdam Road over Interstate 95 in Greenville County the "Percy Lee House, III Memorial Bridge."</p>	Signed by Governor Chapters 373/374 Effective 7/1/2024
HB 143 Reid	<p>Utility work database. Requires VDOT to establish and maintain a publicly accessible database and map of all utility work that has been approved by the Department and will occur within a highway right-of-way in a residential neighborhood, as specified by the utility. Information regarding the work must be available at least 7 days prior to commencement of the work. Any necessary regulations are exempt from the APA. The legislation has a delayed effective date of January 1, 2025.</p>	Signed by Governor Chapter 271 Effective 1/1/2025
HB 144 Reid	<p>Change in speed limits; notification. Requires VDOT, if the Commissioner of Highways increases or decreases a speed limit, to notify the primary liaison with the Department in each locality within which such speed limit change will occur. The bill also requires the locality to notify the board of any property owners' association or condominium association if any such speed limit change will occur in a community subject to such association. Notices regarding the speed limit change must include the location where the speed limit change will occur, the effective speed limit change date, the new speed limit, and the reason for the speed limit change. Failure to comply with the notice requirement will not affect the change in speed limit</p>	Signed by Governor Chapter 272 Effective 7/1/2024

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HB 282 Seibold	Moving violations; highway work zones. Creates a traffic infraction for any moving violation in a highway work zone punishable by a fine of not less than \$300 for the first offense and not less than \$500 for any subsequent offense. The bill provides that for any subsequent offense that occurs within the same 12-month period as another such offense such fine shall be not less than \$750.	Signed by Governor Chapter 138 Effective 7/1/2024
HB 1071 Carr	Reduction of speed limits; local authority. Would expand 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, such that the authority would include highways within the state highway system, provided that such reduced speed limit is indicated by lawfully placed signs. The bill would authorize a locality to restore a speed limit that has been reduced pursuant to this authority and would require the locality to notify the Commissioner of Highways of a change in a speed limit at least 30 days prior to the change.	Signed by Governor Chapter 842 Effective 7/1/2024
HB 1254 Runion	Bridges; state of good repair; allocation of funds. Designates bridges with a general condition rating of no more than five for at least one major bridge component (structurally deficient/poor and fair/cusp) as eligible for state of good repair (SGR) funds. Currently, only structurally deficient/poor bridges are eligible. The bill authorizes the use of SGR funds for improvements anticipated to extend the useful life of a bridge by at least 10 years. The bill applies to new project allocations made by the Commonwealth Transportation Board after June 1, 2025.	Signed by Governor Chapter 415 Effective/applicable date: new project allocations after June 1, 2025
HB 1526 Sewell	Motor vehicles; overweight permits for certain trucks operated by electric utilities. Requires DMV to issue overweight permits for an electric utility's operation of vehicles used for the construction, operation, or maintenance of electrical facilities and infrastructure.	Signed by Governor Chapter 227 Effective 7/1/24

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SB 336 Roem	<p>Photo speed monitoring devices; high-risk intersection segments. Permits a state or local law-enforcement agency to place and operate a photo speed monitoring device at a high-risk intersection segment located within the locality for the purpose of recording violations resulting from the operation of a vehicle in excess of the speed limit. "High-risk intersection segment" means any highway or portion thereof located not more than 1,000 feet from the limits of the property of a school that is part of or adjacent to an intersection that contains a marked crosswalk and has been identified as one in which a traffic fatality has occurred since January 1, 2014. The bill provides the same requirements for such devices, information collected from such devices, and any enforcement actions resulting from information collected from such devices as current law applies to the use of such devices in school crossing zones and highway work zones. The bill provides that all civil penalties collected for violations in high-risk intersection segments shall be paid to the CTB to be used for the Virginia Highway Safety Improvement Program established pursuant to § 33.2-373.</p>	Signed by Governor Chapter 670 Effective 7/1/2024
HB 532 Seibold	<p>Transportation projects; highway safety. Prohibited the initiation of any transportation project in an established school crossing zone unless a pedestrian safety-focused road safety audit was conducted and its recommendations incorporated into the project plan. The bill would have required the Commonwealth Transportation Board, in administering the Virginia Highway Safety Improvement Program, to prioritize infrastructure projects that addressed a hazardous road location or feature or addressed an identified highway safety problem located in a school crossing zone.</p>	Failed; Left in House Transportation VDOT received a letter from the House Transportation Chair to study the issues and provide a report by September 1, 2025.
HB 775 Herring	<p>License Plate Reader Systems—would have authorized placement and use of LPR Systems on VDOT Right of Way by State and local Law Enforcement Agencies for specified purposes.</p>	Various LPR Bills failed: HB775 continued in Senate Courts of Justice (referred to Crime Commission)

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HB 1543 Tran	<p>VDOT Study. Would have required VDOT to convene a work group with relevant stakeholders to develop a process for localities in Planning District 8 to plan, prioritize, and implement quick-build traffic calming projects to address safety issues in school crossing zones on highways with a speed limit of 35 MPH or greater. Such projects would have included those that use low-cost materials such as paint, signs, pavement markings, plastic bollards, and movable planters to tighten intersections, narrow travel lanes, calm traffic, and create more space and visibility for people walking/biking.</p>	Failed; Left in House Transportation VDOT received a letter from the House Transportation Chair to study the issues and provide a report by September 1, 2025
SB 322 Jordan	<p>Statewide prioritization process; primary evacuation routes. Would have added [maintenance of] primary evacuation routes to the list of factors that must be considered by the Commonwealth Transportation Board as part of the statewide prioritization process for project selection. The Board, in incorporating this new factor into the prioritization process, would not have assigned a weight to such factor and, instead, would have been required to set a bonus point value that could be added for projects that include [maintenance of] primary evacuation routes and to apply such bonus point values to such projects when applicable.</p>	Continued to 2025 in Senate Transportation Motion made in committee to have VDOT work with the patron to resolve issues

**2024 General Assembly Session – Status as of 5/3/24
FOIA Legislation**

Bill Number / Patron	Description	Status
HB 818 Cherry SB 36 Locke	<p>Virginia Freedom of Information Act; definition of meetings. Exempts certain public meetings from the definition of "meeting" under the Virginia Freedom of Information Act to clarify that three or more members of a public body may appear and participate in such public meeting without violating the Act, provided that no public business is transacted or discussed. The bill also provides that the appointment of more than two members of a public body to another public body does not constitute a meeting of the first public body. The bill further states that for purposes of this definition of "meeting" only, the "public business" means any activity a public body has undertaken or proposes to undertake on behalf of the people it represents.</p>	Signed by Governor Chapters 733/756 Effective 7/1/2024
HB 894 Bennett-Parker SB 734 Marsden	<p>Virginia Freedom of Information Act; electronic meetings. Amends the number of all-virtual public meetings that public bodies, with certain exceptions, may convene in a calendar year to no more than two times per calendar year or 50 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater. Current law limits the number of all-virtual public meetings to no more than two times per calendar year or 25 percent of the meetings held per calendar year rounded up to the next whole number, whichever is greater. The bill also provides that with respect to all-virtual public meetings, when audio-visual technology is available, a member of a public body shall, for purposes of a quorum, be considered absent from any portion of the meeting during which visual communication with the member is voluntarily disconnected or otherwise fails or during which audio communication involuntarily fails. The bill provides that before a public body uses all-virtual public meetings, the public body shall at least once annually adopt a policy.</p>	Signed by Governor Chapters 56/129 Effective 7/1/2024

**2024 General Assembly Session – Status as of 5/3/24
FOIA Legislation**

Bill Number / Patron	Description	Status
<p>HB 1040 Bennett-Parker</p> <p>SB 85 Favola</p>	<p>Virginia Freedom of Information Act; definition of "caregiver"; remote participation in meetings by persons with disabilities and caregivers; remote voting.</p> <p>Provides that for purposes of determining whether a quorum is physically assembled, an individual member of a public body who is a person with a disability or a caregiver, defined in the bill, and uses remote participation counts toward the quorum as if the individual was physically present. The bill also provides that the participation policy adopted by a public body, as required by the Virginia Freedom of Information Act, shall not prohibit or restrict any individual member of a public body who is participating in an all-virtual meeting or who is using remote participation from voting on matters before the public body. As introduced, the bill was a recommendation of the Virginia Freedom of Information Advisory Council.</p>	<p>Signed by Governor</p> <p>Chapters 610/617</p> <p>Effective 7/1/2024</p>

**2024 General Assembly Session – Status as of 6/11/24
Budget Amendments**

Bill Number / Patron	Description	Status
Appropriation Act, Item 420, B., 10.	<p>Use of GARVEE Bonds Provides that GARVEE Bonds issued are available for project that are eligible for funding through the Interstate Operations and Enhancement Program or the High Priority Projects Program or the Construction District Grant Program (Eligible for SMART SCALE Prioritization Process). Previous language directed all GARVEE Bonds be provided proportionally to the SMART SCALE programs.</p> <p><i>10. The secretary shall ensure that any bonds issued pursuant to Article 4, Chapter 15 of Title 33.2 shall be programmed to projects eligible for funding through the Interstate Operations and Enhancement Program or to the High Priority Projects Program pursuant to § 33.2-370 or the Construction District Grant Program pursuant to §33.2-371.</i></p>	Budget signed by Governor Chapter 2 Effective 7/1/2024
Appropriation Act Item 438 K.2. Torian	<p>Transportation Partnership Opportunity Fund; MEI Approval. Notwithstanding any other provision of law, any proposed direction of funds by the Governor for transportation projects under the Transportation Partnership Opportunity Fund pursuant to § 33.2-1529.1 (C)(2) of the Code of Virginia in excess of \$20 million for any one project, and any cumulative direction of funds pursuant to that subdivision in excess of \$50 million during a biennium, shall be subject to approval by the MEI Project Approval Commission established pursuant to § 30-309, Code of Virginia, and the Commission shall complete such review within 21 days of submission. Absent a recommendation within such 21-day period that the funds should not be directed, or in the event that the Commission does not provide a recommendation within such 21-day period, the funds shall be directed.</p>	Budget signed by Governor Chapter 2 Effective 7/1/2024

2024 General Assembly Session – Status as of 6/11/24
Budget Amendments

Bill Number / Patron	Description	Status
Appropriation Act Item 438 L. and M. Torian	<p>General Fund for I-81 Program and CTB Authorization to Advance I-81 Projects. Provides \$70 million in General Fund dollars for the advancement of the Interstate 81 Corridor Improvement Program.</p> <p>Notwithstanding the provisions of § 33.2-214, E. of the Code of Virginia, the Commonwealth Transportation Board may advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Interstate 81 Corridor Improvement Program as adopted by the Board. The anticipated funding for the construction of the project must be planned for within the subsequent three years after the Six-Year Improvement Program. Directs VDOT to report to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees on any projects advanced in this manner.</p>	<p>Budget signed by Governor</p> <p>Chapter 2</p> <p>Effective 7/1/2024</p>

**2024 General Assembly Session – Status as of 6/11/24
Budget Amendments**

Bill Number / Patron	Description	Status
<p>Appropriation Act Item 441 C.1- 6 Torian</p>	<p>Toll Relief. Provides \$77M the first year and \$24M the second year from the general fund to VDOT to provide additional toll relief to eligible drivers (a) who earn less than \$50,000 per year, (b) whose primary residence is in a planning district with at least three tolled bridges or tunnels and within a locality with a score of 104 or higher on the fiscal stress index, as published by the Department of Housing and Community Development in July 2023, and (c) who drive a two-axle passenger vehicle to utilize the tunnels in a locality described in (b).</p> <p>The funds appropriated in this item shall be used to i) establish a program to provide such eligible drivers with an E-ZPass transponder and the required prefunded account balance, for those that have not previously enrolled in the exiting Toll Relief program and have not opened a Virginia E-ZPass account, ii) provide an additional 50% toll relief rebate, that when combined with the existing Toll Relief program, provides a 100% toll rebate on up to 14 trips per week on the Elizabeth River Tunnels, and iii) redeem outstanding customer balances and fees as of December 31, 2023 due to ERC for eligible drivers subject to negotiation between the Commissioner and ERC. VDOT shall implement the toll relief program by January 1, 2025 and administer the program in the same manner as the existing program. The toll relief program will end fiscal year 2036.</p> <p>Any remaining funds at the end of the program in 2036 shall revert to the general fund. The Commissioner shall report to the Governor, the Secretary of Transportation, Chairs of the House Appropriations, Finance, and Transportation and Senate Finance and Appropriations and Transportation Committees annually by the first day of the regular session of the General Assembly on the additional toll relief provided from the Fund.</p> <p>VDOT is to enter into an agreement with the Department of Treasury related to the management and investment of the funding provided. The item also allows the Department of Taxation to enter into an agreement with VDOT to provide the adjusted gross income and any additional information supporting validation of the of the income of drivers eligible to participate in a toll relief program.</p>	<p>Budget signed by Governor</p> <p>Chapter 2</p> <p>Effective 7/1/2024</p>

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Budget Amendments

Bill Number / Patron	Description	Status
Appropriation Act Item 441 C.7 Torian	Toll Relief. Directs the Commissioner to evaluate the cost and feasibility of permitting HOV access at all times and free-of-charge on the Downtown-Midtown Tunnel facility and provide the estimated cost and recommendations for implementation. The Commissioner shall submit a report to the Governor, the Secretary of Transportation, Chairs of House Appropriations, Finance, and Transportation and Senate Finance and Appropriations and on Transportation Committees no later than October 1, 2024.	Budget signed by Governor Chapter 2 Effective 7/1/2024
Appropriation Act Item 444 O. Torian	Amherst County Connector Road. Directs VDOT, in coordination with the Central Virginia Planning District Commission, to conduct a study to evaluate the costs to build a connector road from the former Central Virginia Training Center property to the Old Town Connector, Route 210, in Amherst County. VDOT shall submit the results of the study to the Central Virginia Planning District Commission, the Governor, and the General Assembly on or before December 1, 2025.	Budget signed by Governor Chapter 2 Effective 7/1/2024
Appropriation Act Item 470, K. and L. Torian	General Fund revenue in excess of estimate for 2024 for I-81. After the required deposit to the Revenue Stabilization Fund, and prior to calculating the Revenue Reserve Fund and the Water Quality Improvement Fund Part A deposits, \$175 million shall be reserved for transfer to VDOT’s Construction Program to support the I-81 Corridor Improvement Program. If this full amount is not transferred from 2024 results, the requirement to get to up to \$175 million total for I-81 applies to 2025 and 2026 general fund revenues in excess of estimate.	Budget signed by Governor Chapter 2 Effective 7/1/2024