

2021 General Assembly Special Session - Summary of HRTPO-Related Bills and Budget Amendments
 February 19, 2021

| Bill | Summary | Patron | Status |
|------------------------|--|----------------|---|
| HB1903 | Local government authority; reduction of speed limits. 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). 2/17/21: Senate - Passed (21-Y 17-N) |
| HB1926 | Central Virginia Transportation Authority; membership. 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) 2/18/21: Senate - Reported from Transportation (15-Y 0-N) |
| HB2054 | Comprehensive plan; transit-oriented development. 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) 2/17/21: Senate - Passed (22-Y 16-N) |
| HB2071 | Transportation projects; resiliency. Requires the Commonwealth Transportation Board to determine whether a project has been designed to be resilient when evaluating projects for the Six-Year Improvement Program and consider resiliency when establishing the Statewide Transportation Plan. The bill also requires the Commissioner of Highways to ensure resiliency is incorporated into the design standards for new construction projects. | Convirs-Fowler | 1/29/21: House - Vote - Passage (64-Y 35-N) 2/16/21: Senate - Passed with amendment (39-Y 0-N) 2/18/21: House - Vote - Adoption (83-Y 17-N) |
| HB2262 | Traffic regulation; bicycles. 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 | 2/2/21: House - Vote - Passage (75-Y 24-N) 2/17/21: Senate - Passed Senate with substitute (21-Y 18-N) |
| HJ542 | Study; Department of Rail and Public Transportation; transit equity and modernization; report. Requests the Department of Rail and Public Transportation to conduct a two-year study of transit equity and modernization in the Commonwealth, with emphasis on transit services and engagement opportunities for underserved and underrepresented communities. | McQuinn | 2/2/21: House - Vote - Agree to (77-Y 19-N) 2/18/21: Senate - Agreed to by Senate with substitute by voice vote |
| SB1126 | Transportation District Commission of Hampton Roads; membership. 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) 2/18/21: House - Read second time |
| SB1158 | Port of Virginia tax credits; sunset. 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) 2/18/21: House - Vote - Passage (95-Y 4-N 1-A) |

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| SB1223 | Transportation electrification; Virginia Energy Plan. 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) 2/18/21: House - Read second time |
| SB1253 | Funds for access roads to economic development sites; criteria for use of funds. 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) 2/18/21: House - Read second time |
| SB1259 | Virginia Highway Corporation Act; alteration of certificate of authority; powers and duties of the State Corporation Commission. 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 | 2/3/21: Senate - Read third time and passed (32-Y 5-N) 2/16/21: House - Vote - Passage (97-Y 1-N 1-A) |
| SB1260 | Entry onto land for inspection. Requires that for any project wherein the power of eminent domain may be exercised, any locality or the Commissioner of Highways to provide a landowner with a request to enter and inspect property at least 30 days in advance. The request must be on official letterhead, and shall notify the landowner that even if permission is withheld, the locality or the Commissioner of Highways will be permitted to enter the property on the proposed date. | Bell | 2/2/21: Senate - Passed (39-Y 0-N) 2/18/21: House - Read second time |
| SB1350 | Transportation projects; resiliency. Requires the Commonwealth Transportation Board to determine whether a project has been designed to be resilient when evaluating projects for the Six-Year Improvement Program and consider resiliency when establishing the Statewide Transportation Plan. The bill also requires the Commissioner of Highways to ensure resiliency is incorporated into the design standards for new construction projects. | Lewis | 2/5/21: Senate - Read third time and passed Senate (39-Y 0-N) 2/16/21: House - Vote - Passage (81-Y 18-N) 2/18/21: Senate - House amendment agreed to by Senate (39-Y 0-N) |
| Budget Amendments | | | |
| HB1800 114#7h | Restore Increase for Planning District Commissions. This amendment restores additional support for Virginia's Planning District Commissions. | Bulova | Floor Approved |

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| HB1800 442#1h | Waive Cap for Transit Ridership Incentive Program (language only). 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 | Floor Approved |
| HB1800 442#2h | Funding to Study Transit Equity and Modernization in the Commonwealth. 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 | Floor Approved |
| HB1800 446#1h | Coastal Virginia Transportation Infrastructure Inundation Study. 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 | Floor Approved |
| SB1100 114#1s | Virginia Removal or Rehabilitation of Derelict Structures Fund. 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 | Floor Approved |
| SB1100 114#6s | Restore Additional Support for Planning District Commissions. This amendment would provide an additional \$294,000 the second year from the general fund to provide each of the 21 Planning District Commissions with an increase of \$14,000 per year. The 2020 Appropriation Act provided this amount in both years of the biennium; however, the increase was unallotted due to COVID-19 impacts to the state budget. | Marsden | Floor Approved |
| SB1100 442#3s | Transit Ridership Incentive Program. This amendment provides \$5.0 million in federal funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act to support transit incentives focused on fare and congestion reduction programs. | | Floor Approved |
| SB1100 443#1s | Statewide Intercity Passenger Rail. This amendment provides \$137.6 million from the Coronavirus Response and Relief Supplemental Appropriations Act to ensure long-term sustainable growth of intercity passenger and commuter rail services across the Commonwealth. | | Floor Approved |
| SB1100 447#1s | Statewide Multi-Use Trail Initiative. This amendment provides for a one-time capitalization of \$50,000,000 for a statewide multi-use trail initiative using federal funds available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act. | | Floor Approved |