



Report of the Subcommittee on  
Transportation

(Senate Bill 700, As Introduced)

Senate Finance Committee  
Virginia General Assembly

February 2, 2003



**2003 Report of the Transportation Subcommittee**  
**Charles R. Hawkins, Chairman**

Mr. Chairman and Members of the Committee:

Like the rest of state government, transportation finds itself caught between a rock and a hard place. Public demand for services, project costs, and stagnant revenue growth have put us in an uncomfortable place. The situation is tough, but there are signs of improvement.

We applaud the Governor's goals to employ sound business practices in managing scarce resources; to hold agencies and agency heads accountable for their performance; and to communicate in an open and honest manner.

We support the Governor's budget initiatives to introduce realistic revenue projections for the Six-Year Transportation Program; to uphold the General Assembly's deposit of \$146.6 million in general fund dollars for FRAN debt service; and to push for reforms of VDOT.

And like the Governor, the Senate amendment package supports the construction, maintenance and field operations at VDOT and the Department of Rail and Public Transportation. We cannot afford any more reductions to these areas.

However, there are two major items in the Governor's budget that we believe need to be redressed. The first is DMV. Closing the 12 customer service centers was simply an unwise policy choice. Senate amendments will re-open the centers and fund alternative ways to deliver DMV services.

The second item is the Governor's actions affecting the Motor Vehicle Transaction Recovery Fund. The proposed budget would empty the Fund putting Virginia consumers at potential risk for damages they suffered and put small, independent motor vehicle

dealers at a competitive disadvantage in the market place. The Senate amendments provide resources to continue the Fund, protect consumers, and streamline the program.

Mr. Chairman, this Subcommittee recognizes that the resources for our transportation system are stretched thin. But, the solutions are beyond our reach this Session. The amendments we offer today to you and the Committee are the best that we can do in a fiscally responsible manner.



**Transportation  
Amendments to SB 700**

AGENCIES	General Fund Recommendations			NGF	Positions
	FY 2003	FY 2004	Biennium	Biennium	FY 2004
<b>Secretary of Transportation</b>					
SB 700, as introduced	0	0	0	968,853	4.00
Transportation Planning	Language	0	0		
<i>Total</i>	0	0	0	968,853	4.00
<b>Aviation</b>					
SB 700, as introduced	45,794	44,067	89,861	38,757,572	31.00
No amendments	0	0	0		
<i>Total</i>	45,794	44,067	89,861	38,757,572	31.00
<b>Motor Vehicles</b>					
SB 700, as introduced	0	0	0	371,519,994	1,682.00
Customer Services Centers	0	0	0	4,500,000	121.00
Truck Weigh Station	0	0	0	369,000	4.00
License Reinstatement Fee				1,250,000	0.00
DMV Licensing Agents	Language	0	0		
<i>Total</i>	0	0	0	377,638,994	1,803.00
<b>Rail &amp; Public Transportation</b>					
SB 700, as introduced	0	0	0	270,925,043	36.00
Mass Transit Funds-Special Projects	Language	0	0		
GRTC Initiative	Language	0	0		
<i>Total</i>	0	0	0	270,925,043	36.00
<b>Transportation</b>					
SB 700, as introduced	140,604,200	72,929,586	213,533,786	5,342,838,938	10,522.00
Dynamic Traffic Signal Synchronization	Language	0	0	0	
Route 58 Program	Language	0	0	0	
Tolls on I-81	Language	0	0	0	
VDOT Permits	Language	0	0	0	
<i>Total</i>	140,604,200	72,929,586	213,533,786	5,342,838,938	10,522.00
<b>Motor Vehicle Dealer Board</b>					
SB 700, as introduced	0	0	0	2,683,834	22.00
Transaction Recovery Fund	Language	0	0	0	
<i>Total</i>	0	0	0	2,683,834	22.00
<b>Virginia Port Authority</b>					
SB 700, as introduced	0	0	0	96,668,737	136.00
No Amendments	0	0	0	0	
<i>Total</i>	0	0	0	96,668,737	136.00

**Transportation  
Amendments to SB 700**

<b>AGENCIES</b>	<b>General Fund Recommendations</b>			<b>NGF</b>	<b>Positions</b>
	<b>FY 2003</b>	<b>FY 2004</b>	<b>Biennium</b>	<b>Biennium</b>	<b>FY 2004</b>
<b>Capital Appropriations</b>					
VDOT: Dulles Road Admin. Bldg.	0	0	0	2,211,000	
<i>Total</i>	0	0	0	0	
<b>Part 3 Transfers</b>					
DMV Customer Service Centers	0	(4,500,000)	(4,500,000)	0	
DMV Truck Weigh Station	(119,000)	(250,000)	(369,000)	0	
Transaction Recovery Fund	(100,000)	0	(100,000)	0	
<b>Transportation - Operating Amends</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,119,000</b>	





Transportation Subcommittee

Item 480 #15s

**Transportation**

**FY 02-03**

**FY 03-04**

Department Of Motor Vehicles

\$0

\$1,250,000 NGF

**Language:**

Page 448, line 43, strike "\$100,573,362" and insert "\$101,823,362".

Page 449, line 45, strike "\$10, from \$30 to \$40." and insert "\$15, from \$30 to \$45.".

**Explanation:**

(This amendment increases the fee proposed by the Governor on the reinstatement fee for every suspended or revoked license that is reinstated. The funds shall be used to expand the use of license agents, institute mobile drivers license teams; and expand self service terminals.)

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Transportation Subcommittee

Item 491 #1s

**Transportation**

Department Of Transportation

Language

**Language:**

Page 457, after line 42, insert:

"5. It is the intent of the General Assembly that balances estimated at some \$220,000,000 in the U.S. Route 58 Corridor Development Fund be used to restart road projects suspended by the department on December 10, 2002. To that end, the department shall follow these priorities. The first priority shall be to continue all Route 58 projects currently under construction. The second priority shall be to continue all Route 58 projects in right of way acquisition. Depending upon available funding, the third priority shall be to advertise construction bids for the John Randolph Bridge, Dryden (E-27), and Blue Ridge Parkway Crossing. As funding becomes available, the next construction priorities are those projects with high traffic counts relative to the other segments. These include the Hillsville Bypass, Abingdon to Damascus, Pennington Gap Bypass, and Stuart over Lover's Leap."

**Explanation:**

(This amendment is self-explanatory.)

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Transportation Subcommittee

Item 491 #7s

**Transportation**

Department Of Transportation

Language

**Language:**

Page 461, after line 50, insert:

"N. Unless the federal government overrides, the department shall adhere to the policy set by the 2002 Session of the General Assembly concerning the application of tolls or user fees on Interstate 81 when reviewing any proposal submitted under the Public-Private Transportation Act of 1995. State policy prohibits the imposition of tolls or user fees on passenger cars, pickup or panel trucks, and motorcycles as such terms are defined in § 46.2-200, *Code of Virginia*."

**Explanation:**

(This amendment directs the Department of Transportation to follow policy set by the General Assembly to restrict the use of tolls on Interstate 81 in any Public-Private Transportation Act project. This policy can only be overridden by action taken by the federal government.)

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Transportation Subcommittee

Item 499 #1s

**Transportation**

Motor Vehicle Dealer Board

Language

**Language:**

Page 464, strike lines 30 through 36 and insert:

"Notwithstanding the provisions set forth in § 46.2-1527.1 of the *Code of Virginia*, the Motor Vehicle Transaction Recovery Fund shall be governed by these policies:

1. The Board may levy a special assessment on all dealers participating in the Fund in order to maintain the minimum Fund balance as set out in law;
2. The provisions of § 46.2-1527.1 of the *Code of Virginia* shall not apply to applicants for an original motor vehicle dealer's license or to applicants for renewal of such licenses where the applicants elect to maintain continuous bonding;
3. Bonding requirements and recoveries from the Transaction Recovery Fund stipulated in Chapter 15 of Title 46.2 of the *Code of Virginia* shall apply only to those participating in the Motor Vehicle Transaction Recovery Fund;
4. Dealers who choose not to participate in the Motor Vehicle Transaction Recovery Fund must maintain continuous bonding in the amount of at least \$100,000, and the

bond shall come from a corporate surety licensed to do business in Virginia; and  
5. Applicants for original motor vehicle dealer's licenses or for renewal of motor vehicle dealer's licenses who belong to nonprofit organizations established under the United States Code and whose organizations provide on behalf of its membership a blanket bond in the amount of \$1,000,000 shall satisfy the bonding requirements."

**Explanation:**

(This amendment sets out the policies governing the Motor Vehicle Transaction Recovery Fund. A companion amendment restores \$100,000 the first year to the Fund to carry out the Fund's purposes.)



Respectfully Submitted,

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The Honorable Charles R. Hawkins, Chairman

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The Honorable Charles J. Colgan

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The Honorable William C. Wampler, Jr

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The Honorable R. Edward Houck

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The Honorable Kenneth W. Stolle

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The Honorable Frederick M. Quayle