



Report of the Subcommittee on
Transportation

Senate Finance &
Appropriations Committee
Virginia General Assembly

February 10, 2021



SENATE OF VIRGINIA

Senate Finance & Appropriations Committee

**2021 Report of the Transportation Subcommittee
The Honorable George L. Barker, Chair
February 10, 2021**

Madam Chair and Members of the Committee,

With our hard work last year enacting comprehensive statewide transportation funding and policy reforms, and the continuing effects of the COVID-19 pandemic on our nation's health and economy - your Transportation Subcommittee recommends very few amendments today; but they are meaningful.

When we started the Session, there was – and frankly still remains – both optimism and uncertainty around the estimated \$252 million in federal funds available for Highway Infrastructure Programs through the Coronavirus Response and Relief Supplemental Appropriations Act. As some of these funds will fall to the discretion of our regional metropolitan planning organizations to invest; after careful deliberation, the Subcommittee recommends prioritizing \$215 million of the remaining funding into statewide investments that embrace the Senate's priorities of growing our economy, improving public health, ensuring equitable access to services, and planning for our future.

We applaud Governor Northam's visionary proposals to make significant one-time investments in the infrastructure that supports our health and our economy. His recommendations to prioritize funding for intercity passenger rail and multi-use recreational trail facilities were welcomed by the Subcommittee. Given the availability of one-time federal dollars, the Subcommittee has made a prudent recommendation to redirect the \$55 million in General Funds that were included in the introduced budget for these investments, to other priorities.

With respect to the expansion of daily passenger rail service from Washington DC to the New River Valley, the Subcommittee believes

that increasing accessibility is critical to economic growth. To that end, we recommend making a one-time investment of \$137.6 million in the expansion of intercity passenger rail. In addition to the funds that may be made available for this critical infrastructure project through SMART Scale, we are very hopeful that a strategic, long-term partnership with Norfolk Southern and Amtrak may soon come to fruition.

Recognizing the significant increase in demand for outdoor recreational opportunities that COVID has placed on Virginia's existing network of state and local multi-use bicycle and pedestrian facilities, the Subcommittee recommends a one-time investment of \$40 million in these facilities, and identifies key priorities for statewide investments that can both expand our network as well as enhance the safety and connectivity of existing multi-use trails.

As the COVID pandemic has impacted each region of the Commonwealth, and each sector of our economy in different ways; the Subcommittee recommends a one-time investment of \$27.4 million in support of critical public transit programs that continue to provide safe and affordable access to jobs for millions of Virginians. This funding will address the immediate capital program needs for Metro and ensure Virginia fulfills its obligations to its funding partners by providing its share of the dedicated \$500 million in stable and ongoing support. Also included in this amount, is \$5.0 million dedicated to the Transit Ridership Incentive Program with a specific focus on increasing the availability of free or reduced-fare service, ensuring equitable access for those who use transit as a necessity, and on incentivizing those services that provide the greatest congestion reduction benefit in our densest population centers.

Finally, the Subcommittee recognizes that despite today's challenges there is always an opportunity to plan for tomorrow. Virginia has long been recognized as a national leader in smart infrastructure and connected communities; and real opportunities exist that can improve community assets and deliver improved citizen services. Using data about the community to deliver better services, and improving public access to these services, will be key to real community reinvestment. In partnership with the Virginia Tech

Transportation Institute and the Washington Metropolitan Area Transit Authority, the Subcommittee enthusiastically supports investing \$10 million in a connected community redevelopment pilot project at the Virginia Tech campus in Falls Church.

Forward-looking investments to improve the connectivity of all modes of transportation is critical for the long-term success of any community reinvestment effort. By embracing community data – on everything from pothole repair to bus services; in addition to economic and health indicators – we, as policy makers, have the ability to tailor government services to best meet community needs, as well as track the effectiveness of policies as they are implemented. Connecting a corridor through enhanced automation, and the deployment of 5G wireless technologies, can change the face of the businesses located in that community in addition to the services provided to its residents.

Madam Chair, this completes the report of your Transportation Subcommittee and I hope it will be the pleasure of the Committee to adopt our amendments.

Respectfully Submitted,

The Honorable George L. Barker, Chair

The Honorable Richard L. Saslaw

The Honorable Emmett W. Hanger, Jr.

The Honorable Stephen D. Newman

The Honorable R. Creigh Deeds

The Honorable David W. Marsden

The Honorable Jennifer L. McClellan

Report of the Subcommittee on Transportation
 (Recommended Amendments to SB 1100, As Introduced)

General Fund

SB 1100

Amendment		FY 2021	FY 2022	Biennium
1	Transportation			
2	Department of Motor Vehicles			
3	Nonrepairable Vehicles	<i>Language</i>		
4	Department of Rail and Public Transportation			
5	Washington Metropolitan Area Transit Authority: One-Time Support	<i>Language</i>		\$ -
6	McLean - Capital One Hall	<i>Language</i>		
7	Transit Ridership Incentive Program	<i>Language</i>		
8	Statewide Intercity Passenger Rail Program	<i>Language</i>	\$ (50,000,000)	\$ (50,000,000)
9	Department of Transportation			
10	Mobility Talks International	<i>Language</i>		
11	Statewide Multi-Use Trail Initiative	<i>Language</i>	\$ (5,000,000)	\$ (5,000,000)
12	Connected Infrastructure Demonstration Project	<i>Language</i>		\$ -

Nonrepairable Vehicles

Transportation

Department of Motor Vehicles

Language

Language:

Page 523, following line 53, insert:

"U. Consistent with the provisions of § 4-13.00 of this Act, the definitions found in §46.2-1600, Code of Virginia, on June 30, 2021, shall remain in full force and effect until June 30, 2022."

Explanation:

(This amendment retains the current definitions found in the Code for "rebuilt vehicle" and "nonrepairable vehicle" and omits the definition of "cosmetic vehicle" allowing DMV customers to apply for salvage and nonrepairable certificates without submitting an estimated cost of repair.)

Washington Metropolitan Area Transit Authority: One-Time Support

Transportation

FY20-21

FY21-22

Department of Rail and Public
Transportation

\$22,397,000

\$0 NGF

Language:

Page 525, line 38, strike "\$699,845,958" and insert "\$722,242,958".

Page 527, following line 26, insert:

"J. Out of the amounts in this Item, and consistent with the provisions of § 4-13.00 of this Act, \$22,397,000 the first year from public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260) shall be allocated by the Commonwealth Transportation Board to the Washington Metropolitan Area Transit Authority (WMATA) Capital Fund established pursuant to § 33.2-3401, Code of Virginia to ensure Commonwealth meets its share of the dedicated regional funding for WMATA based on the 2018 needs assessment."

Explanation:

(This amendment allocates \$22.4 million NGF in the first year from public funds made

available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act to fulfill the Commonwealth's portion of the \$500 million annual commitment to the WMATA Capital program.)

Item 442 #2s

McLean - Capital One Hall Station

Transportation

Department of Rail and Public Transportation

Language

Language:

Page 527, following line 26, insert:

"J. Any entity established pursuant to Chapter 31 of Title 33.2, Code of Virginia, shall, as a condition of receipt of funding pursuant to § 33.2-1526.1(d)(3), Code of Virginia, and included in this Item, adopt the petition of the Fairfax County Board of Supervisors that was unanimously approved in Action Item 9 on September 15, 2020 and any private sector participating entity contributions described therein related to the naming of the "McLean - Capital One Hall" station."

Explanation:

(This amendment conditions the receipt of funding provided to the Northern Virginia Transportation Commission for distribution to the Washington Metropolitan Area Transit Authority for capital purposes and operating assistance, on adopting the petition of Fairfax County related to the naming of the McLean-Capital One Hall.)

Item 442 #3s

Transit Ridership Incentive Program

Transportation

FY20-21

FY21-22

Department of Rail and Public
Transportation

\$5,000,000

\$0 NGF

Language:

Page 525, line 38, strike "\$699,845,958" and insert "\$704,845,958".

Page 527, following line 26, insert:

"J. Out of the amounts in this Item, and consistent with the provisions of § 4-13.00 of this Act, \$5,000,000 the first year from public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260) shall

be allocated by the Commonwealth Transportation Board to the Transit Ridership Incentive Program established pursuant to § 33.2-1526.3, Code of Virginia. Of these amounts the Board shall allocate \$2,500,000 to support the establishment of programs to reduce the impact of fares on low-income individuals, including reduced-fare programs and elimination of fares and \$2,500,000 for regional connectivity programs focused on congestion reduction and mitigation through the provision of long-distance commuter routes."

Explanation:

(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.)

Item 443 #1s

Statewide Intercity Passenger Rail

Transportation	FY20-21	FY21-22	
Department of Rail and Public Transportation	\$0	(\$50,000,000)	GF
	\$137,603,000	\$0	NGF

Language:

Page 527, line 27, strike "\$137,107,434" and insert "\$274,710,434".

Page 527, line 28, strike "\$247,112,195" and insert "\$197,112,195".

Page 528, strike line 39 through line 43, and insert:

"H. Out of the amounts in this Item, and consistent with the provisions of § 4-13.00 of this Act, \$137,603,000 the first year from public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260) shall be allocated by the Commonwealth Transportation Board for the purpose of extending intercity passenger rail service from Roanoke, Virginia to the Blacksburg-Christiansburg, Virginia area and increasing the frequency of intercity passenger rail service along the I-81/Route 29 Corridor from Washington, DC. The Secretary shall provide an assessment of both total project costs and the incremental costs resulting from modelling conducted to assess any infrastructure or network costs needed to service a rail station in Bedford, Virginia to the Chairs of the House Committee on Appropriations and the Senate Committee on Finance and Appropriations no later than October 15, 2021."

Explanation:

(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.)

Item 446 #1s

Mobility Talks International

Transportation

Department of Transportation

Language

Language:

Page 529, line 46, strike "first year" and insert "second year".

Page 529, line 48, strike "fifth" and insert "eighth".

Page 529, line 49, strike "2021" and insert "2022".

Explanation:

(This amendment moves funding that was previously authorized to support the participation in the Mobility Talks International (MTI) conference in the first year to the second year of the biennium. The 2020 General Assembly approved \$50,000 in funds to support participation in the 2021 annual MTI conference, which was not required due to COVID. The next conference is scheduled to be held in Washington D.C. in January 2022.)

Item 447 #1s

Statewide Multi-Use Trail Initiative

Transportation

FY20-21

FY21-22

Department of Transportation

\$0
\$40,000,000

(\$5,000,000) GF
\$0 NGF

Language:

Page 530, line 29, strike "\$3,650,896,554" and insert "\$3,690,896,554".

Page 530, line 29, strike "\$3,783,863,742" and insert "\$3,778,863,742".

Page 532, strike line 5 through line 8 and insert:

"H. Out of the amounts in this Item, and consistent with the provisions of §4-13.00 of this Act, \$40,000,000 the first year from public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260) shall be used by the Board to support the statewide planning, development and construction of multi-use trails. The Board shall give priority to ensuring the safety of existing trails and developing new trails with a total length in excess of 35 miles and shall seek to ensure geographic diversity and multimodal connectivity in the use of these funds. Of these amounts: (i) up to \$17,500,000 shall be allocated for the Eastern Shore-Bay Coast Railway Rails to Trails project; (ii) up to \$17,500,000 shall be allocated for safety enhancements to the Washington &

Old Dominion Trail at Wiehle Avenue and improving the intermodal connectivity of the Cross County Trail at Difficult Run with Great Falls Park; (iii) up to \$2,500,000 for the Fall Line Trail; and (iv) up to \$2,500,000 for the Ivy Creek Trail and the completion of the Tobacco Heritage Trail from Skipwith Road to Rudds Creek. The Office of Intermodal Planning and Investment shall coordinate a policy working group comprised of representatives of the Departments of Transportation, Rail and Public Transportation, Conservation and Recreation, the Statewide Trails Advisory Committee and the staff of the House Appropriations and Senate Finance and Appropriations Committees to recommend a prioritization process for the identification of new multi-use trail opportunities, a master planning process, and funding needs assessment. A report of its recommendations shall be communicated to the Chairs of the House Appropriations and Senate Finance and Appropriations Committees no later than October 15, 2021."

Explanation:

(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.)

Item 447 #2s

Connected Infrastructure Demonstration Project

Transportation	FY20-21	FY21-22
Department of Transportation	\$10,000,000	\$0 NGF

Language:

Page 530, line 29, strike "\$3,650,896,554" and insert "\$3,660,896,554".

Page 531, line 23, following "Virginia." insert:

"In addition to these amounts, and consistent with the provisions of § 4-13.00 of this Act, \$10,000,000 the first year from public funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act (P.L. 116-260) shall be allocated by the Commonwealth Transportation Board for a connected infrastructure urban redevelopment demonstration project within and adjacent to the Virginia Tech campus in the City of Falls Church, Virginia."

Explanation:

(This amendment provides \$10.0 million in federal funds made available for Highway Infrastructure Programs by the Coronavirus Response and Relief Supplemental Appropriations Act to the Transportation Partnership Opportunity Fund for an urban smart infrastructure test bed in partnership with the City of Falls Church and Virginia Tech.)