



2018-2019 State Legislative Agenda September 2018

Broadband: Significant areas of four of the region's five jurisdictions do not have adequate broadband availability. According to the FCC's 2016 Broadband Progress Report, our region has nearly 20,000 people with no access to broadband. The lack of broadband and the high-speed internet continues to hamper economic prosperity, agricultural productivity, and the ability to create high-paying jobs.

- Financially support expanded broadband capabilities in underserved and rural areas.
- Strengthen local authority to deploy broadband directly or through public-private partnerships.

Children's Services Act: Virginia Children's Services Act consolidates funding sources and coordinating treatment services for children with severe and significant needs. This care coordination has proven successful in both meeting needs for individual children, and in proving that state and local responsibility and cost sharing can and does work.

- Require that any changes in program statutes, administrative policy, or implementation guidance benefit those served and respects the shared-cost relationship of the Commonwealth and localities.
- Require cost savings decisions show savings for both funding partners.
- Continue to vest responsibility for ensuring proper service provision, licensure, and cost management with the local Family Assessment and Planning Team (FAPT) and the Community Policy and Management Team (CPMT).
- Allow use of CSA funds for proven, cost-effective community-based services in any educational setting during the school day, including private day schools.
- Provide additional State support for community based therapeutic public day schools.

Proffers and Impact Fees: A proffer is a voluntary proposal by an applicant for a property rezoning to mitigate the impacts of the development they propose to undertake. In 2016 the law regulating proffers was significantly rewritten. Some of these changes added substantial uncertainty for local governments.

- Approve SB208 (Stuart) that clarifies many ambiguities in the new law by repealing G.S. 15.2-2328.
- Mandate that proffers/impact fees are not voluntary and must be paid by the property owner.

Smart Scale: Changes continue to be needed to make fund allocations more representative of and responsive to highway needs. Recent studies by the Fredericksburg Area MPO (FAMPO) show substantial needs are not accurately and completely reflected in Smart Scale scoring. This hampers the region's ability to effectively address pressing transportation needs.

- Include traffic data for all seven days of the week when scoring potential Smart Scale projects.
- Use Total Cost instead of Smart Scale Request Cost when scoring projects.
- Change the accessibility standard for Smart Scale from 45 minutes to 60 minutes.
- Restrict High Priority project funding for both highway and transit projects to those on a Corridor of Statewide Significance.

Taxing Authority: Currently Commonwealth cities and counties have different levels and types of taxing authority, and even some variation within each type of jurisdiction.

- Grant counties equal taxing authority to that enjoyed by cities and towns to enact local excise taxes, without a referendum. Examples include meals and cigarette taxes.

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HOUSE JOINT RESOLUTION NO. 580

Offered January 9, 2019

Prefiled August 14, 2018

Establishing a joint subcommittee to study the feasibility of widening Interstate 95 between Exit 118 and the Springfield Interchange. Report.

Patrons—Cole, Fowler, Sickles and Watts; Senators: Howell and Marsden

Committee Referral Pending

WHEREAS, an adequate, efficient, and safe Interstate 95 corridor is important to the economic well-being of the communities located along the corridor; and

WHEREAS, a 2017 nationwide study conducted by INRIX Research ranked the nation's worst single traffic hotspot as Interstate 95 southbound at Exit 133A in Fredericksburg, with 1,394 traffic jams over the two-month study period, with an average duration of 33 minutes. This hotspot is projected to cost drivers \$2.3 billion from 2017 through 2026 in time lost, fuel wasted, and carbon emitted; and

WHEREAS, the portion of Interstate 95 northbound between Massaponax and State Route 610 in North Stafford was ranked as the seventh worst traffic hotspot in the nation, with 936 traffic jams over the two-month study period, with an average duration of 33 minutes. This hotspot is projected to cost drivers \$1.1 billion from 2017 through 2026 in time lost, fuel wasted, and carbon emitted; and

WHEREAS, the existing transportation infrastructure in this corridor is inadequate and must be updated to meet the needs of the growing population along this corridor; and

WHEREAS, the Metropolitan Washington Council of Governments reported that the Interstate 95 corridor in Fairfax and Prince William Counties contained 566,000 residents and 187,000 jobs in 2010 and forecasts that 126,000 residents and 85,000 jobs will be added by 2030; and

WHEREAS, continued congestion in this corridor threatens the prosperity and economic development of the entire region and creates economic hardship for the residents; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That a joint subcommittee be established to study the feasibility of widening that portion of Interstate 95 between Exit 118 and the Springfield Interchange. The joint subcommittee shall have a total membership of 19 members that shall consist of 18 legislative members and one ex officio member. The joint subcommittee shall consist of all the members representing the legislative districts along this portion of the Interstate 95 corridor. The House members shall consist of those members representing Districts 2, 28, 31, 39, 42, 43, 52, 54, 55, and 88. The Senate members shall consist of those members representing Districts 4, 17, 28, 29, 30, 36, 39, and 35. The Secretary of Transportation or his designee shall serve ex officio with voting privileges. The joint subcommittee shall elect a chairman and vice-chairman from among its membership, who shall be members of the General Assembly.

In conducting its study, the joint subcommittee shall determine the feasibility and practicality of widening that portion of the Interstate 95 corridor north of Exit 118 and south of the Springfield Interchange by at least one additional lane of traffic in each direction.

Administrative staff support shall be provided by the Office of the Clerk of the House of Delegates. Legal, research, policy analysis, and other services as requested by the joint subcommittee shall be provided by the Division of Legislative Services. All agencies of the Commonwealth shall provide assistance to the joint subcommittee for this study, upon request.

The joint subcommittee shall be limited to four meetings for the 2019 interim, and the direct costs of this study shall not exceed \$33,840 without approval as set out in this resolution. Approval for unbudgeted nonmember-related expenses shall require the written authorization of the chairman of the joint subcommittee and the respective Clerk. If a companion joint resolution of the other chamber is agreed to, written authorization of both Clerks shall be required.

No recommendation of the joint subcommittee shall be adopted if a majority of the House members or a majority of the Senate members appointed to the joint subcommittee (i) vote against the recommendation and (ii) vote for the recommendation to fail notwithstanding the majority vote of the joint subcommittee.

The joint subcommittee shall complete its meetings by November 30, 2019, and the chairman shall submit to the Division of Legislative Automated Systems an executive summary of its findings and recommendations no later than the first day of the 2020 Regular Session of the General Assembly. The executive summary shall state whether the joint subcommittee intends to submit to the General Assembly and the Governor a report of its findings and recommendations for publication as a House or Senate document. The executive summary and the report shall be submitted as provided in the

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HOUSE JOINT RESOLUTION NO. 581

Offered January 9, 2019

Prefiled August 14, 2018

Requesting the Commonwealth Transportation Board to study the portion of the Interstate 95 corridor between Exit 118 and the Springfield Interchange and financing options for improvements to the corridor. Report.

Patrons—Cole, Fowler, Sickles and Watts; Senators: Howell and Marsden

Committee Referral Pending

WHEREAS, an adequate, efficient, and safe Interstate 95 corridor is important to the economic well-being of the communities located along the corridor; and

WHEREAS, a 2017 nationwide study conducted by INRIX Research ranked the nation's worst single traffic hotspot as Interstate 95 southbound at Exit 133A in Fredericksburg, with 1,394 traffic jams over the two-month study period, with an average duration of 33 minutes. This hotspot is projected to cost drivers \$2.3 billion from 2017 through 2026 in time lost, fuel wasted, and carbon emitted; and

WHEREAS, the portion of Interstate 95 northbound between Massaponax and State Route 610 in North Stafford was ranked as the seventh worst traffic hotspot in the nation, with 936 traffic jams over the two-month study period, with an average duration of 33 minutes. This hotspot is projected to cost drivers \$1.1 billion from 2017 through 2026 in time lost, fuel wasted, and carbon emitted; and

WHEREAS, the existing transportation infrastructure in this corridor is inadequate and must be updated to meet the needs of the growing population along this corridor; and

WHEREAS, the Metropolitan Washington Council of Governments reported that the Interstate 95 corridor in Fairfax and Prince William Counties contained 566,000 residents and 187,000 jobs in 2010 and forecasts that 126,000 residents and 85,000 jobs will be added by 2030; and

WHEREAS, continued congestion in this corridor threatens the prosperity and economic development of the entire region and creates economic hardship for the residents; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That the Commonwealth Transportation Board be requested to study the portion of the Interstate 95 corridor between Exit 118 and the Springfield Interchange and financing options for improvements to the corridor.

In conducting its study, the Commonwealth Transportation Board (the Board) shall develop and adopt an Interstate 95 Corridor Improvement Plan (Plan). The Plan shall include the examination of potential improvements to the portion of Interstate 95 between Exit 118 and the Springfield Interchange and the methods of financing such improvements.

At a minimum, in the development of the Plan, the Board shall:

1. Designate specific segments of the Interstate 95 corridor between Exit 118 and the Springfield Interchange for improvement;

2. Identify a targeted set of improvements for each segment that may be financed or funded in such segment and evaluated using the statewide prioritization process pursuant to § 33.2-214.1 of the Code of Virginia;

3. Ensure that, in the overall plan of expenditure and distribution of any toll revenues or other evaluated financing means, each segment's total long-term benefit shall be approximately equal to the proportion of the toll revenues attributable to and other funds allocated to such segment divided by the total toll revenues and other revenues allocated to the Plan;

4. Study truck travel patterns along the Interstate 95 corridor and analyze policies that minimize the impact of the Plan on local truck traffic;

5. Identify incident management strategies corridor-wide;

6. Ensure that any revenues collected on the Interstate 95 corridor be used only for the benefit of that corridor; and

7. Determine potential solutions to address region-specific needs along this Interstate 95 corridor.

Technical assistance shall be provided to the Board by the Department of Transportation, the Department of Motor Vehicles, and the Department of State Police. All agencies of the Commonwealth shall provide assistance to the Board for this study, upon request.

The Board shall complete its meetings by November 30, 2019, and shall submit to the Governor and the General Assembly an executive summary and a report of its findings and recommendations for publication as a House or Senate document. The executive summary and report shall be submitted as provided in the procedures of the Division of Legislative Automated Systems for the processing of legislative documents and reports no later than the first day of the 2020 Regular Session of the General

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2019 SESSION

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HOUSE BILL NO. 1614

Offered January 9, 2019

Prefiled August 28, 2018

A BILL to amend the Code of Virginia by adding a section numbered 15.2-958.7, relating to local Stormwater Management Fund; grant moneys.

Patron—Cole

Committee Referral Pending

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding a section numbered 15.2-958.7 as follows:

§ 15.2-958.7. Local Stormwater Management Fund; grant moneys.

Any locality may provide by ordinance for the creation of a local Stormwater Management Fund (the Fund) for the purpose of granting funds to an owner of private property or a common interest community for stormwater management and erosion prevention. Grants from the Fund shall be used exclusively for construction, improvement, or repair of a stormwater management facility or for erosion and sediment control. The Fund shall exclusively comprise appropriated local moneys.

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HB1614