

*Request to Amend House Bill 30, as Introduced*

	<u>Item #</u>		<u>Short Title</u>
<b>Transportation</b>			
<b>Adams</b>	<b>1</b>	2 h	I-73 Joint Subcommittee
<b>Dance</b>	<b>439</b>	3 h	GRTC Petersburg Express
	<b>444</b>	3 h	Funding for Primary Extensions
<b>Greason</b>	<b>4-14.00</b>	2 h	Refunds for Diesel Passenger Vehicles
<b>Herring</b>	<b>442</b>	1 h	Air Quality Monitoring - 95 HOT Lane NB Terminus
<b>Hugo</b>	<b>427</b>	5 h	No State Funds for Braddock/Pleasant Valley Circle
	<b>444</b>	1 h	Bi-County Connector
	<b>444</b>	5 h	Bi-County Pkwy
	<b>444</b>	6 h	Bi-County Parkway
	<b>449</b>	1 h	Reduce VDOT PR Budget
<b>James</b>	<b>444</b>	4 h	Churchland Bridge Replacement
<b>Joannou</b>	<b>455</b>	1 h	VPA PILOT Fees
	<b>456</b>	1 h	Reduce VPA Admin for PILOT
<b>Landes</b>	<b>427</b>	3 h	I-81 Project Prioritization
	<b>445</b>	1 h	Crozet Tunnel Barrier
<b>LaRock</b>	<b>427</b>	4 h	No funding for Dulles Rail Unless Access Road Tolloed
<b>Leftwich</b>	<b>444</b>	2 h	High Rise Bridge
<b>Marshall, Robert</b>	<b>427</b>	1 h	NVTA Project Selection Requirements
	<b>427</b>	2 h	NVTA Funds for Transit Projects
	<b>4-5.12</b>	1 h	No State Funds to Close 29/234
	<b>4-5.12</b>	2 h	No Funds for a Western Bypass
	<b>4-5.12</b>	3 h	Traffic Restrictions on 234 and 29
	<b>4-5.12</b>	4 h	No State Funds to Promote Bi-County Parkway
	<b>4-5.12</b>	5 h	No Funds for Bi-County Parkway
<b>Mason</b>	<b>439</b>	1 h	Hampton Newport News Transit Study
<b>Minchew</b>	<b>445</b>	3 h	Loudoun County Rural Roads
<b>Peace</b>	<b>1</b>	3 h	Transportation Accountability Commission
	<b>1</b>	4 h	Transportation Accountability to Evaluate Project Selection Criteria

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	<u>Item #</u>		<u>Short Title</u>
	432	1 h	Air Service Plan
	440	1 h	Rail Enhancement Fund Match Requirements
	445	2 h	Richmond Gateway Signage
<b>Ramadan</b>			
	101	4 h	Reduce Motion Picture Fund
	441	1 h	Telework Grant Program
<b>Surovell</b>			
	439	2 h	Route 1 Study
<b>Villanueva</b>			
	439	4 h	Norfolk Naval Base Transit DEIS

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Chief Patron: Adams

Item 1 #2h

Co-Patron(s): Marshall, Danny, Poindexter

<b>Legislative Department</b>	<b>FY 14-15</b>	<b>FY 15-16</b>	
General Assembly Of Virginia	\$23,600	\$23,600	GF

**Language:**

Page 3, line 5, strike "\$38,308,556" and insert "\$38,332,156".

Page 3, line 5, strike "\$38,310,275" and insert "\$38,333,875".

Page 8, after line 27, insert:

"N. Included in the appropriation for this item is \$23,600 in the first year and \$23,600 in the second year from the general fund for expenses related to the Joint Subcommittee to Promote the Construction of Interstate 73, pursuant to House Joint Resolution 38 of the 2014 Session of the General Assembly."

**Explanation:**

(This amendment provides funding for the expenses associated with the joint subcommittee established to study the construction of proposed Interstate 73 in Henry County and the City of Martinsville pursuant to House Joint Resolution 38. The subcommittee would be limited to four meetings in 2014 and 2015.)

Chief Patron: Dance

Item 439 #3h

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 378, after line 15, insert:

"E. From such funds appropriated for public transportation purposes in this item, there is hereby allocated \$200,000 in the first year for the continued operation of the GRTC I-95 Richmond/Petersburg Express Route."

**Explanation:**

(This amendment provides \$200,000 to continue the GRTC Express Route between Petersburg and Richmond. It will allow GRTC to provide two morning trips and two afternoon trips within the interstate corridor. Since this route started in 2003, only Petersburg has contributed the local share, even though the route serves riders in Dinwiddie, Prince George, and southern Chesterfield Counties as well as the Cities of Hopewell and Colonial Heights. Petersburg has officially requested support from the

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aforementioned localities, but none are willing to support the route. Petersburg is unable to continue to support the I-95 Express Route at the current level of funding.)

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Chief Patron: Dance

Item 444 #3h

**Transportation**

Department Of Transportation

Language

**Language:**

Page 381, after line 3, insert:

"G. Notwithstanding any other provision of the Code of Virginia, reconstruction of primary roads in cities and towns that maintain their own roadways shall qualify as eligible projects for funding under the construction allocation formula articulated in § 33.1-23.1, Code of Virginia."

**Explanation:**

(This amendment clarifies that primary extensions are eligible as projects under the provisions adopted by the 2012 General Assembly that allow for the use of \$500 million off the top of the state transportation funds for particular projects. Under a VDOT administrative interpretation, primary road projects that are located in cities and towns that maintain their own roads are not eligible for reconstruction funding even if such road conditions have deteriorated to such an extent as to have a combined condition index of less than 60. This language simply clarifies that the intent of the General Assembly was not to exclude cities and towns.)

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Chief Patron: Greason

Item 4-14.00 #2h

**Effective Date**

Effective Date

Language

**Language:**

Page 504, after line 36, insert:

**3. That the Code of Virginia is amended and re-enacted by adding a new Section 46.2-689.10, relating to annual motor vehicle registration fees for diesel-powered passenger vehicles, and amending and re-enacting Section 58.1-2259 as follows:**

*"46.2-689.10. Refund for Certain Diesel Passenger Vehicles.*

*The Department of Motor Vehicles shall discount by \$20.00 per year the fees provided*

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*in §§ 46.2-694 and 46.2-697, Code of Virginia, for any person registering or renewing the registration of any vehicle (i) that is designed to be powered by diesel fuel, (ii) that is either a passenger car, a pickup or panel truck, or a truck, as those terms are defined in § 46.2-100, Code of Virginia, and (iii) that, if it is a truck, has a gross vehicle weight rating of 10,000 pounds or less. The Department shall provide such discounted fees to vehicle registrants and shall not provide any refunds under subsection E of § 58.1-2259, Code of Virginia, to persons purchasing diesel fuel. Each discount provided by the Department shall be deducted from those portions of the registration fees that are to be deposited to the Highway Maintenance and Operating Fund.*

§ 58.1-2259. Fuel uses eligible for refund of taxes paid for motor fuels.

A. A refund of the tax paid for the purchase of fuel in quantities of five gallons or more at any time shall be granted in accordance with the provisions of § 58.1-2261 to any person who establishes to the satisfaction of the Commissioner that such person has paid the tax levied pursuant to this chapter upon any fuel:

1. Sold and delivered to a governmental entity for its exclusive use;
2. Used by a governmental entity, provided persons operating under contract with a governmental entity shall not be eligible for such refund;
3. Sold and delivered to an organization described in subdivision 2 of § 58.1-2226 or subdivision 2 of § 58.1-2250 for its exclusive use in the operation of an aircraft;
4. Used by an organization described in subdivision 2 of § 58.1-2226 or subdivision 2 of § 58.1-2250 for its exclusive use in the operation of an aircraft, provided persons operating under contract with such an organization shall not be eligible for such refund;
5. Purchased by a licensed exporter and subsequently transported and delivered by such licensed exporter to another state for sales or use outside the boundaries of the Commonwealth if the tax applicable in the destination state has been paid, provided a refund shall not be granted pursuant to this section on any fuel which is transported and delivered outside of the Commonwealth in the fuel supply tank of a highway vehicle or an aircraft;
6. Used by any person performing transportation under contract or lease with any

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transportation district for use in a highway vehicle controlled by a transportation district created under the Transportation District Act of 1964 (§ 15.2-4500 et seq.) and used in providing transit service by the transportation district by contract or lease, provided the refund shall be paid to the person performing such transportation;

7. Used by any private, nonprofit agency on aging, designated by the Department for Aging and Rehabilitative Services, providing transportation services to citizens in highway vehicles owned, operated or under contract with such agency;

8. Used in operating or propelling highway vehicles owned by a nonprofit organization that provides specialized transportation to various locations for elderly or disabled individuals to secure essential services and to participate in community life according to the individual's interest and abilities;

9. Used in operating or propelling buses owned and operated by a county or the school board thereof while being used to transport children to and from public school or from school to and from educational or athletic activities;

10. Used by buses owned or solely used by a private, nonprofit, nonreligious school while being used to transport children to and from such school or from such school to and from educational or athletic activities;

11. Used by any county or city school board or any private, nonprofit, nonreligious school contracting with a private carrier to transport children to and from public schools or any private, nonprofit, nonreligious school, provided the tax shall be refunded to the private carrier performing such transportation;

12. Used in operating or propelling the equipment of volunteer firefighting companies and of volunteer rescue squads within the Commonwealth used actually and necessarily for firefighting and rescue purposes;

13. Used in operating or propelling motor equipment belonging to counties, cities and towns, if actually used in public activities;

14. Used for a purpose other than in operating or propelling highway vehicles, watercraft or aircraft;

15. Used off-highway in self-propelled equipment manufactured for a specific off-road purpose, which is used on a job site and the movement of which on any highway is

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incidental to the purpose for which it was designed and manufactured;

16. Proven to be lost by accident, including the accidental mixing of (i) dyed diesel fuel with tax-paid motor fuel, (ii) gasoline with diesel fuel, or (iii) undyed diesel fuel with dyed kerosene, but excluding fuel lost through personal negligence or theft;

17. Used in operating or propelling vehicles used solely for racing other vehicles on a racetrack;

18. Used in operating or propelling unlicensed highway vehicles and other unlicensed equipment used exclusively for agricultural or horticultural purposes on lands owned or leased by the owner or lessee of such vehicles and not operated on or over any highway for any purpose other than to move it in the manner and for the purpose mentioned. The amount of refund shall be equal to the amount of the taxes paid less one-half cent per gallon on such fuel so used which shall be paid by the Commissioner into the state treasury to the credit of the Virginia Agricultural Foundation Fund;

19. Used in operating or propelling commercial watercraft. The amount of refund shall be equal to the amount of the taxes paid less one and one-half cents per gallon on such fuel so used which shall be paid by the Commissioner into the state treasury to be credited as provided in subsection D of § 58.1-2289. If any applicant so requests, the Commissioner shall pay into the state treasury, to the credit of the Game Protection Fund, the entire tax paid by such applicant for the purposes specified in subsection D of § 58.1-2289. If any applicant who is an operator of commercial watercraft so requests, the Commissioner shall pay into the state treasury, to the credit of the Marine Fishing Improvement Fund, the entire tax paid by such applicant for the purposes specified in § 28.2-208;

20. Used in operating stationary engines, or pumping or mixing equipment on a highway vehicle if the fuel used to operate such equipment is stored in an auxiliary tank separate from the fuel tank used to propel the highway vehicle, and the highway vehicle is mechanically incapable of self-propulsion while fuel is being used from the auxiliary tank; or

21. Used in operating or propelling recreational and pleasure watercraft.

B. 1. Any person purchasing fuel for consumption in a solid waste compacting or ready-mix concrete highway vehicle, or a bulk feed delivery truck, where the vehicle's equipment is mechanically or hydraulically driven by an internal combustion engine

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that propels the vehicle, is entitled to a refund in an amount equal to 35 percent of the tax paid on such fuel. For purposes of this section, a "bulk feed delivery truck" means bulk animal feed delivery trucks utilizing power take-off (PTO) driven auger or air feed discharge systems for off-road deliveries of animal feed.

2. Any person purchasing fuel for consumption in a vehicle designed or permanently adapted solely and exclusively for bulk spreading or spraying of agricultural liming materials, chemicals, or fertilizer, where the vehicle's equipment is mechanically or hydraulically driven by an internal combustion engine that propels the vehicle, is entitled to a refund in an amount equal to 55 percent of the tax paid on such fuel.

C. Any person purchasing any fuel on which tax imposed pursuant to this chapter has been paid may apply for a refund of the tax if such fuel was consumed by a highway vehicle used in operating an urban or suburban bus line or a taxicab service. This refund also applies to a common carrier of passengers which has been issued a certificate pursuant to § 46.2-2075 or 46.2-2099.4 providing regular route service over the highways of the Commonwealth. No refund shall be granted unless the majority of the passengers using such bus line, taxicab service or common carrier of passengers do so for travel of a distance of not more than 40 miles, one way, in a single day between their place of abode and their place of employment, shopping areas or schools.

If the applicant for a refund is a taxicab service, he shall hold a valid permit from the Department to engage in the business of a taxicab service. No applicant shall be denied a refund by reason of the fee arrangement between the holder of the permit and the driver or drivers, if all other conditions of this section have been met.

Under no circumstances shall a refund be granted more than once for the same fuel. The amount of refund under this subsection shall be equal to the amount of the taxes paid, except refunds granted on the tax paid on fuel used by a taxicab service shall be in an amount equal to the tax paid less \$0.01 per gallon on the fuel used.

Any refunds made under this subsection shall be deducted from the urban highway funds allocated to the highway construction district, pursuant to Article 1.1 (§ 33.1-23.01 et seq.) of Chapter 1 of Title 33.1, in which the recipient has its principal place of business.

Except as otherwise provided in this chapter, all provisions of law applicable to the refund of fuel taxes by the Commissioner generally shall apply to the refunds authorized by this subsection. Any county having withdrawn its roads from the



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secondary system of state highways under provisions of § 11 Chapter 415 of the Acts of 1932 shall receive its proportionate share of such special funds as is now provided by law with respect to other fuel tax receipts.

D. Any person purchasing fuel for consumption in a vehicle designed or permanently adapted solely and exclusively for bulk spreading or spraying of agricultural liming materials, chemicals, or fertilizer, where the vehicle's equipment is mechanically or hydraulically driven by an internal combustion engine that propels the vehicle, is entitled to a refund in an amount equal to 55 percent of the tax paid on such fuel.

~~E. Any person purchasing diesel fuel used in operating or propelling a passenger car, a pickup or panel truck, or a truck having a gross vehicle weight rating of 10,000 pounds or less is entitled to a refund of a portion of the taxes paid in an amount equal to the difference between the rate of tax on diesel fuel and the rate of tax on gasoline and gasohol pursuant to § 58.1-2217. For purposes of this subsection, "passenger car," "pickup or panel truck," and "truck" shall have the meaning given in § 46.2-100. Notwithstanding any other provision of law, diesel fuel used in a vehicle upon which the fuels tax has been refunded pursuant to this subsection shall be exempt from the tax imposed under Chapter 6 (§ 58.1-600 et seq.).~~

F. Refunds resulting from any fuel shipments diverted from Virginia shall be based on the amount of tax paid for the fuel less discounts allowed by § 58.1-2233.

G. Any person who is required to be licensed under this chapter and is applying for a refund shall not be eligible for such refund if the applicant was not licensed at the time the refundable transaction was conducted. "

Page 504, line 37, strike "3." and insert "4."

Page 504, line 38, after "second" insert "and third".

Page 504, line 38, strike "enactment" and insert "enactments".

**Explanation:**

(This amendment modifies provisions of House Bill 2313 as adopted by the 2013 General Assembly relating to the provision of a refund on gasoline taxes paid by diesel-powered passenger vehicles of 10,000 or fewer pounds. As adopted, House Bill 2313 provides a mechanism whereby owners of diesel passenger vehicles may apply for and receive a refund for the portion of motor fuel taxes they are charged that is in excess of the amount paid by gasoline-powered passenger vehicles. This process has proven to be cumbersome. As an alternative, this language would reduce the annual vehicle registration fee paid by owners of these diesel passenger vehicles in an amount

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proportional to the motor fuel tax paid by the driver of an average diesel passenger vehicle. The reduction totals \$20.00 per year per vehicle.)

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Chief Patron: Herring

Item 442 #1h

**Transportation**

Department Of Transportation

Language

**Language:**

Page 379, after line 12, insert:

"A. Included in the amounts for Environmental Monitoring and Evaluation is \$187,443 in the first year and \$55,717 in the second year to establish baseline air quality measures of nitrogen dioxide and fine particulate matter at the terminus of the I-395 express lane terminus at Turkeycock Run. Funding shall be used for a two-phased study including a six month baseline monitoring prior to the opening of the ramp and twelve month monitoring upon completion of the project."

**Explanation:**

(This amendment dedicates \$243,160 from VDOT's environmental monitoring program funding for air quality monitoring at the I-395 express lanes terminus.)

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Chief Patron: Hugo

Item 427 #5h

**Transportation**

Secretary Of Transportation

Language

**Language:**

Page 372, after line 43, insert:

"K. Notwithstanding any provision of law, no funding provided to the agencies of the Transportation Secretariat shall be used to construct a traffic circle at Braddock Road and Pleasant Valley Road in Fairfax County."

**Explanation:**

(This amendment prohibits the use of transportation funding for a traffic circle at Braddock and Pleasant Valley Roads in Fairfax County.)

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Chief Patron: Hugo

Item 444 #1h

**Transportation**

Department Of Transportation

Language

**Language:**

Page 381, after line 3, insert:

"G. Notwithstanding any other provision of law, the Department shall not proceed with design, right of way acquisition, or construction of the proposed Bi-County Parkway project until the Draft Environmental Impact Statement has been revised to reflect the assumed expansion of the project to include the proposal to improve access to the western side of Dulles Airport by expanded the Parkway to include the area from U.S. Route 50 to State Route 606. In addition, these limitations shall remain in effect until the Section 106 agreements required under the National Historic Protection Act are finalized with regard to the potential impact on the Manassas National Battlefields Park."

**Explanation:**

(This amendment ensures that the Bi-County Parkway project is not undertaken unless and until the Virginia Department of Transportation follows all of the appropriate public input and project selection processes typically used for major transportation improvement projects, and requires a fuller examination of the proposed project from a historic and environmental impact perspective because fully 8 years passed between approval of the initial Draft EIS and a decision to restart this controversial project. Further, because the Department intends to expand the project's scope beyond that assumed in the DEIS conducted in 2005, it should be redone to reflect that potential scope expansion.)

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Chief Patron: Hugo

Item 444 #5h

**Transportation**

Department Of Transportation

Language

**Language:**

Page 381, after line 3, insert:

"G. Notwithstanding any other provision of law, the Department shall not proceed with design, right of way acquisition, or construction of the proposed Bi-County Parkway project until the provisions of the resolutions adopted by the Prince William County Board of Supervisors 05-981, 13-439, and 13-475 relating to the construction of a Manassas National Battlefield Park Bypass have been met, and such a Bypass is in place and open."

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**Explanation:**

(This amendment ensures that the Bi-County Parkway project is not undertaken unless and until the Virginia Department of Transportation first constructs and opens a bypass of the Manassas National Battlefield Park.)

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Chief Patron: Hugo

Item 444 #6h

**Transportation**

Department Of Transportation

Language

**Language:**

Page 381, after line 3, insert:

"G. Notwithstanding any other provision of law, the Department shall not proceed with design, right of way acquisition, or construction of the proposed Bi-County Parkway project if such a plan or necessary programmatic agreement includes the closure of any portion of State Route 234 in the vicinity of the Manassas National Battlefield Park or the development of any traffic calming measures or closure or relocation of a portion of U.S. Route 29 through the Manassas National Battlefield Park."

**Explanation:**

(This amendment ensures that the Bi-County Parkway project is not undertaken unless and until the Virginia Department of Transportation if it is premised on the closure of Route 234 or the closure or imposition of traffic calming measures on Route 29 by the Manassas National Battlefield Park.)

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Chief Patron: Hugo

Item 449 #1h

**Transportation**

Department Of Transportation

**FY 14-15**  
(\$500,000)

**FY 15-16**  
(\$500,000) NGF

**Language:**

Page 385, line 41, strike "\$271,844,680" and insert "\$271,344,680".

Page 385, line 41, strike "\$275,561,284" and insert "\$275,061,284".

**Explanation:**

(This amendment reduces funding available for VDOT's public relations expenditures by \$500,000 from the nongeneral fund in each year of the biennium. A

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companion amendment transfers this funding to the Department of Accounts to provide additional support for the state's share of the Line of Duty Act payments.)

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Chief Patron: James

Item 444 #4h

**Transportation**

Department Of Transportation

Language

**Language:**

Page 381, after line 3, insert:

"G. Out of the amounts provided for dedicated and statewide construction, the Commonwealth Transportation Board shall provide up to \$25,000,000 the first year from the Commonwealth Transportation Funds to fund the replacement of the Churchland Bridge in the City of Portsmouth, Virginia."

**Explanation:**

(This amendment directs the Commonwealth Transportation Board to allocate \$25.0 million for the replacement of the Churchland Bridge in Portsmouth. The bridge is approximately 50 years old and sorely in need of being replaced. The project is part of the current Six Year Improvement Program and has previously received funding for both preliminary engineering and right of way clearance.)

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Chief Patron: Joannou

Item 455 #1h

**Transportation**

Virginia Port Authority

**FY 14-15**

\$50,000

**FY 15-16**

\$50,000 NGF

**Language:**

Page 389, line 48, strike "\$4,682,625" and insert "\$4,732,625".

Page 389, line 48, strike "\$5,307,625" and insert "\$5,357,625".

Page 389, line 50, strike "\$2,182,625" and insert "\$2,236,625"

Page 389, line 50, strike "\$2,307,625" and insert "\$2,357,625".

Page 390, line 1, strike both "\$950,000" and insert "\$1,000,000".

**Explanation:**

(This amendment increases the payments in lieu of taxes paid to the Virginia Port Authority host cities by \$50,000 each year from existing VPA revenues. This amendment is intended to compensate the jurisdictions hosting the Port facilities to cover the costs incurred by the jurisdictions for the provision of services to the Ports as well as to recognize the loss of tax revenues from the location of these state-owned

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and nontaxable facilities. A companion amendment to Item 456 reduces the VPA's administrative budget by a like amount. This amendment also corrects an imbedded reference that was not updated in House Bill 30 as introduced.)

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Chief Patron: Joannou

Item 456 #1h

**Transportation**

Virginia Port Authority

**FY 14-15**

(\$50,000)

**FY 15-16**

(\$50,000) NGF

**Language:**

Page 390, line 19, strike "\$75,642,073" and insert "\$75,592,073".

Page 390, line 19, strike "\$78,969,634" and insert "\$78,919,634".

**Explanation:**

(This amendment reduces the VPA administrative budget by \$50,000 each year from the nongeneral fund. A companion amendment to Item 455 uses these funds to increase the payments in lieu of taxes provided to Virginia's port host cities.)

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Chief Patron: Landes

Item 427 #3h

**Transportation**

Secretary Of Transportation

Language

**Language:**

Page 372, after line 43, insert:

"K. The Commonwealth Transportation Board shall direct the staff of the Virginia Department of Transportation's Bristol, Salem and Staunton districts to develop a list of potential projects that could address congestion and safety concerns along the Interstate 81 corridor that could be improved and constructed over the next ten years.

Once the respective districts have identified the project candidates, they are directed to solicit input from the Members of the General Assembly representing the citizens along the corridor to help determine the relative priority of projects within each district. The results of this effort to identify and prioritize improvements in the corridor shall be compiled, including estimated costs, and presented to the Chairmen of the House and Senate Transportation Committees and the House Appropriations and Senate Finance Committees. An interim report, including a listing of the identified projects and estimated costs shall be completed by November 1, 2014, and

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a final prioritized listing shall be completed by April 1, 2015, with candidate projects identified for inclusion in the Six Year Program adopted by the Commonwealth Transportation Board in June 2014."

**Explanation:**

(This amendment directs staff in the VDOT Bristol, Salem and Staunton districts to develop a prioritized list of congestion relief and safety improvement projects along the I-81 corridor that could be implemented over the next 10 years.)

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Chief Patron: Landes

Item 445 #1h

**Transportation**

Department Of Transportation

Language

**Language:**

Page 381, after line 25, insert:

"E. Out of the funds provided in this program, an amount estimated at \$90,000 shall be provided from the maintenance funding for the Staunton District to remove the concrete barrier closing the entrance to a tunnel in Crozet, Virginia to allow for the development of a trails project."

**Explanation:**

(This amendment directs the Department of Transportation to utilize \$90,000 of its existing maintenance funding to eliminate a concrete barrier to the entrance of a tunnel in Crozet, Virginia in the Staunton District. The community is developing a trail through the historic tunnel and adjacent abandoned rail line but needs assistance removing a concrete barrier that was placed to close off the tunnel prior to completing the project.

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Chief Patron: LaRock

Item 427 #4h

**Transportation**

Secretary Of Transportation

Language

**Language:**

Page 372, after line 43, insert:

"K. Notwithstanding any provision of law, any agreement to transfer money from the Commonwealth Transportation Funds to the Metropolitan Washington Airports Authority (MWAA) in connection with Phase II of the Dulles Corridor Metrorail Project beyond Wiehle Avenue in Fairfax County to Washington Dulles International

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Airport and on to Virginia Route 772 in Loudoun County shall not occur unless (i) the MWAA Board of Directors approves the imposition of tolling of the Dulles International Airport Access Highway to begin no later than July 1, 2015, and dedicates all funding generated from such action to reduce the toll rates charged to vehicles on the Dulles Toll Road, and (ii) the MWAA does not enter into any agreement that would prevent the MWAA from imposing and/or transferring toll revenues generated on the Dulles International Airport Access Highway to offset tolls charged on the Dulles Toll Road."

**Explanation:**

(This amendment requires MWAA to impose tolls on the Dulles Access Road, and utilize these tolls to offset tolls on the Dulles Toll Road as a condition of receiving any state funding for Phase II of the Dulles Corridor Metrorail Project.)

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Chief Patron: Leftwich

Item 444 #2h

Co-Patron(s): Spruill, Villanueva

**Transportation**

Department Of Transportation

Language

**Language:**

Page 381, after line 3, insert:

"G. Out of the amounts provided for dedicated and statewide construction, the Commonwealth Transportation Board shall provide up to \$10,000,000 the first year from the Commonwealth Transportation Funds to begin the preliminary engineering for the replacement of the I-64 High Rise Bridge in Chesapeake, Virginia."

**Explanation:**

(This amendment directs the CTB to allocate up to \$10.0 million in fiscal year 2015 from state highway construction funds for preliminary engineering costs required for the High Rise Bridge Project on Interstate 64 in Chesapeake to allow the project to advance beyond the initial environmental permitting phase.)

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Chief Patron: Marshall, Robert

Item 427 #1h

**Transportation**

Secretary Of Transportation

Language

**Language:**

Page 372, after line 43, insert:



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"K. Notwithstanding any provision of law, no funding provided by the Commonwealth to the Northern Virginia Transportation Authority shall be used to design, construct or operate any project that has not been developed using the standard Virginia Department of Transportation procedures for project selection and development, nor shall any project receive any additional funding in fiscal year 2015 or 2016 unless it has been evaluated and prioritized pursuant to the requirements of House Bill 599, 2012 Session of the General Assembly. This limitation shall apply to projects receiving funding in fiscal year 2014 to the extent that the Authority is considering providing additional appropriations to any project begun the prior year."

**Explanation:**

(This amendment prohibits the Northern Virginia Transportation Authority from providing funding for any project unless it has followed all the standard VDOT project selection and development requirements prior to making such allocation, including the evaluation criteria set out in House Bill 599, 2012 Session of the General Assembly.)

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Chief Patron: Marshall, Robert

Item 427 #2h

**Transportation**

Secretary Of Transportation

Language

**Language:**

Page 372, after line 43, insert:

"K. Notwithstanding any provision of law, no funding provided by the Commonwealth to the Northern Virginia Transportation Authority shall be used to fund any transit project with costs exceeding \$1,000,000 until an evaluation of capital and operating costs per rider, both in year 1 and year 5 of the proposed project has been completed and such cost evaluation be used to help evaluate the cost-effectiveness of the proposed project at reducing congestion. The results of such analysis shall be published on the Northern Virginia Transportation Authority's website for public review."

**Explanation:**

(This amendment prohibits the Northern Virginia Transportation Authority from providing funding for any transit project in excess of \$1.0 million until it has determined the projected cost per rider in terms of both capital and operating costs, current and five years into operation, and published such evaluation on its website.)

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Chief Patron: Marshall, Robert

Item 4-5.12 #1h

**Special Conditions and Restrictions on Expenditures**

Limitations on Use of State Funding

Language

**Language:**

Page 484, after line 7 insert:

"None of the funding appropriated in this Act may be used to finance the closure of State Route 234 and U.S. Route 29 through or adjacent to the Manassas National Battlefield Park."

**Explanation:**

(This amendment prohibits the use of any funding included within this Act for the closure of portions of Routes 234 or 29 through or adjacent to the Manassas Battlefield Park.)

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Chief Patron: Marshall, Robert

Item 4-5.12 #2h

**Special Conditions and Restrictions on Expenditures**

Limitations on Use of State Funding

Language

**Language:**

Page 484, after line 7 insert:

"None of the funding appropriated in this Act may be used to finance any transportation improvement project whose intent is to divert traffic from Interstate 95 by constructing a new roadway through Prince William and Loudoun counties, regardless of what name is attached to the proposed Western Bypass project."

**Explanation:**

(This amendment prohibits the use of any funding included within this Act for any project, regardless of its name, that could be considered a "Western Bypass" of the D.C. metropolitan area.)

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Chief Patron: Marshall, Robert

Item 4-5.12 #3h

**Special Conditions and Restrictions on Expenditures**

Limitations on Use of State Funding

Language

*Request to Amend House Bill 30, as Introduced*

**Language:**

Page 484, after line 7 insert:

"No funding appropriated in this Act may be used to advance the provisions of resolutions adopted by the Prince William County Board of Supervisors 05-981, 13-439, and 13-475, or otherwise restrict through traffic on either State Route 234 and U.S. Route 29 through or adjacent to the Manassas National Battlefield Park."

**Explanation:**

(This amendment prohibits the use of any funding included within this Act to restrict through traffic on portions of Routes 234 or 29 through or adjacent to the Manassas Battlefield Park.)

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Chief Patron: Marshall, Robert

Item 4-5.12 #4h

**Special Conditions and Restrictions on Expenditures**

Limitations on Use of State Funding

Language

**Language:**

Page 484, after line 7 insert:

"None of the funding appropriated in this Act may be used to promote or support the proposed Bi-County Parkway by the Virginia Department of Transportation or by any private entity under contract with the Department. This restriction includes the use of funds for television, radio, newspaper, or other forms of advertising and includes the creation and distribution of door-hangers or other public information pieces designed to promote or support the proposed project."

**Explanation:**

(This amendment prohibits the use of any funding included within this Act to support or promote the Bi-County Parkway.)

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Chief Patron: Marshall, Robert

Item 4-5.12 #5h

**Special Conditions and Restrictions on Expenditures**

Limitations on Use of State Funding

Language

**Language:**

Page 484, after line 7 insert:

"None of the funding appropriated in this Act may be used to fund the planning,

*Request to Amend House Bill 30, as Introduced*

engineering, design, right of way acquisition, or construction of the proposed Bi-County Parkway by the Virginia Department of Transportation or by any private entity under contract with the Department."

**Explanation:**

(This amendment prohibits the use of any funding included within this Act for the Bi-County Parkway.)

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Chief Patron: Mason

Item 439 #1h

Co-Patron(s): BaCote, Ward

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 378, after line 15, insert:

"E. From such funds appropriated for public transportation purposes, there is hereby allocated \$1,900,000 in the first year to conduct a transit study in the cities of Hampton and Newport News for (1) corridor planning to identify potential areas for high capacity, fixed guideway transit connectivity, (2) defining areas of high commercial and residential growth and density as well as areas limited by increasing roadway congestion, and (3) evaluation of options that will define transit needs and possible alignment and technology solutions on the Peninsula with consideration given to future transit connectivity options to other cities in the Hampton Roads region."

**Explanation:**

(This amendment directs that \$1.9 million in transit funding in the first year be used to conduct a transit study in Hampton and Newport News to look at the potential for fixed guideway transit and evaluate options to align transit needs with technology solutions in the Peninsula. The study will define areas of high commercial and residential growth and density as well as areas limited by increasing roadway congestion. Major residential and commercial activity centers may include Newport News Shipbuilding, Peninsula Town Center in Hampton, and City Centre at Oyster Point. Evaluated options will help define the transit needs and possible alignment and technology solutions on the Peninsula and provide a foundation for streamlined entrance into the formal environmental review process required under the National Environmental Policy Act for major federal actions.)

Chief Patron: Minchew

Item 445 #3h

**Transportation**

Department Of Transportation

Language

**Language:**

Page 381, after line 25, insert:

"E. Out of the funds provided in this program for the maintenance of rural roads, the Department shall allocate \$3,200,000 in the first year and \$3,200,000 in the second year for improvements to rural roads in Loudoun County."

**Explanation:**

(This amendment directs the use of \$3.2 million of VDOT maintenance funding each year for improvements to rural routes in Loudoun County. This would be an increased reallocation of \$900,000 each year that is currently programmed for this purpose. At 557 lane miles, Loudoun County has the highest mileage of unpaved roads in the Commonwealth. This amendment would allow these roads to be adequately and safely maintained through grading, drainage and ditch improvements, dust and vegetation control and clearing while maintaining the rural character of the roadways and avoiding the costs of paving these roads.)

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Chief Patron: Peace

Item 1 #3h

**Legislative Department**

General Assembly Of Virginia

Language

**Language:**

Page 8, after line 27, insert:

"N. The Joint Commission on Transportation Accountability shall regularly review, provide oversight of, and offer guidance relating to the usage of funding generated pursuant to the provisions of House Bill 2313, 2013 Session of the General Assembly. The Commission is empowered to ensure that the revenues are managed and expended as set out in Code. The Commission shall prepare a report each year to be presented to the Chairmen of the House Appropriations, Senate Finance, and House and Senate Transportation Committees by November 15 tracking the usage of the funds in the VDOT Six Year Program and by the regional entities in Northern Virginia and Hampton Roads."

**Explanation:**

*Request to Amend House Bill 30, as Introduced*

(This amendment directs the Transportation Accountability Commission to provide oversight on the usage of funding generated for the state and the Northern Virginia and Hampton Roads regions pursuant to the provisions on House Bill 2313, 2013 Session of the General Assembly.)

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Chief Patron: Peace

Item 1 #4h

**Legislative Department**

General Assembly Of Virginia

Language

**Language:**

Page 8, after line 27, insert:

"N. The Joint Commission on Transportation Accountability shall develop criteria and standards for grading the relative priority for individual transportation projects based on 1) congestion relief; 2) safety, health, and welfare; 3) economic development 4) utilization of available technology. The proposed criteria and process for utilizing them in the project selection process shall be reported to the Chairmen of House Appropriations, Senate Finance, and House and Senate Transportation Committees by November 15, 2013."

**Explanation:**

(This amendment directs the Transportation Accountability Commission to develop criteria that would be used to compare the relative priority of individual transportation projects being considered for inclusion in either the VDOT Six Year Program or a regional transportation program in one of the Commonwealth's metropolitan regions.)

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Chief Patron: Peace

Item 432 #1h

**Transportation**

Department Of Aviation

Language

**Language:**

Page 374, after line 21, insert:

"C. The Director, Department of Aviation, shall prepare an air service plan for the Commonwealth to evaluate areas where the additional air service is needed and areas that are at risk of losing air service necessary for the continued economic vitality of the state. The plan shall be developed in coordination with the Secretary of Transportation, the Secretary of Commerce and Trade, and the Director of the

*Request to Amend House Bill 30, as Introduced*

Virginia Economic Development Partnership. The plan should be completed by November 15, 2014 and submitted to the Chairmen of the House Appropriations and Senate Finance Committees."

**Explanation:**

(This amendment directs the Department of Aviation to prepare an air service plan for the Commonwealth, in consultation with the Secretaries of Transportation and Commerce and Trade, and the VEDP to ensure Virginia effectively focuses its efforts to guarantee adequate air service exists across the Commonwealth.)

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Chief Patron: Peace

Item 440 #1h

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 378, after line 35, insert:

"D. Notwithstanding any other provision of law, the requirement included in § 33.1-221.1:1.1 D, projects undertaken under the direction of the Virginia Port Authority to upgrade and eliminate at-grade crossings to improve ingress and egress of rail container traffic from the Ports of Virginia shall be exempted from the non-public match requirement."

**Explanation:**

(This amendment stipulates that rail crossing projects managed by the Virginia Port Authority to increase the use of rail freight to move cargo in and out of the VPA facilities shall not be required to include a non-public match. The improvements are intended to benefit the Commonwealth as a whole by expanding economic development and are intended also to benefit the citizens in the region by reducing traffic delays caused by heavy rail volumes on lines with numerous at-grade crossings.)

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Chief Patron: Peace

Item 445 #2h

**Transportation**

Department Of Transportation

Language

**Language:**

Page 381, after line 25, insert:

*Request to Amend House Bill 30, as Introduced*

"E. Out of the funds provided in this program, \$50,000 in the first year and \$50,000 in the second year from Commonwealth Transportation Funds shall be provided to purchase and install gateway signage along Interstates 95 and 64 in the Richmond Regional Planning District."

**Explanation:**

(This amendment directs the use of \$50,000 of VDOT maintenance funding each year for gateway signage along Interstates 95 and 64 in the Richmond Regional Planning District area. This initiative proposed by the Greater Richmond Chamber of Commerce is intended to better market the Richmond region.)

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Chief Patron: Ramadan

Item 101 #4h

<b>Commerce and Trade</b>	<b>FY 14-15</b>	<b>FY 15-16</b>	
Economic Development Incentive Payments	(\$1,000,000)	(\$1,000,000)	GF

**Language:**

Page 79, line 39, strike "\$59,321,491" and insert "\$58,321,491".

Page 79, line 39, strike "\$77,274,499" and insert "\$76,274,499".

Page 80, line 52, strike "\$4,750,000" and insert \$3,750,000".

Page 80, line 52, strike "\$3,000,000" and insert \$2,000,000".

**Explanation:**

(This amendment reduces the amounts provided for the Motion Picture Opportunity Fund by \$1.0 million from the general fund each year. This amendment is proposed as offset to provide funding for a new telework grant program proposed pursuant to House Bill 237, which authorizes a like amount of grant funding within the Department of Rail and Public Transportation.)

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Chief Patron: Ramadan

Item 441 #1h

<b>Transportation</b>	<b>FY 14-15</b>	<b>FY 15-16</b>	
Department Of Rail And Public Transportation	\$1,000,000	\$1,000,000	GF

**Language:**

Page 378, line 36, strike "\$10,188,190" and insert "\$11,188,190".

Page 378, line 36, strike "\$10,268,643" and insert "\$11,268,643".

Page 378, after line 48, insert:



*Request to Amend House Bill 30, as Introduced*

"C. Included in the amount for this item is \$1,000,000 in the first year and \$1,000,000 in the second year from the general fund to support the program established pursuant to House Bill 237, 2014 Session of the General Assembly."

**Explanation:**

(This amendment provides \$1.0 million from the general fund each year to the Department of Rail and Public Transportation to support the telework grant program established pursuant to House Bill 237. This program would provide grants of \$250.00 each for individuals who telework for at least 20 hours per week in at least 45 weeks of a calendar year.)

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Chief Patron: Surovell

Item 439 #2h

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 378, after line 15, insert:

"E. From such funds appropriated for public transportation purposes, there is hereby allocated \$4,000,000 in the first year to advance a locally preferred alternative (LPA) recommended by the Route 1 Multimodal Alternatives Analysis currently being administered by the Division of Rail and Public Transit in collaboration with the Counties of Fairfax, and Prince William and the City of Alexandria that (i) addresses current and projected future traffic deficiencies with a viable long-term transit solution for the corridor, (ii) transforms the area into transit-oriented and transit-supportive mixed use development near stations and stops, (iii) initiates the environmental study to develop the documentation that will be required to comply with the National Environmental Policy Act (NEPA), (iv) conducts conceptual design and engineering for the locally preferred alternative (LPA), (v) refines the capital and operating costs for the LPA based on the conceptual design and engineering, (vi) refines the cash flow model and funding analysis based on updated capital and operating costs, and (vii) submits an application into the Federal Transit Administration's New Starts project development process."

**Explanation:**

(This amendment directs that \$4.0 million in transit funding in the first year be used to continue to advise the Route 1 transit study for the Counties of Fairfax and Prince William and the City of Alexandria. Two million dollars was dedicated to this purpose in the current fiscal year.)

Chief Patron: Villanueva

Item 439 #4h

**Transportation**

Department Of Rail And Public  
Transportation

Language

**Language:**

Page 378, after line 15, insert:

"E. From such funds appropriated for public transportation purposes in this item, there is hereby allocated \$5,775,000 in the first year and \$1,925,000 in the second year to complete the Naval Station Norfolk Transit Extension Draft Environmental Impact Statement (DEIS)."

**Explanation:**

(This amendment provides \$5.8 million in the first year and \$2.0 million in the second year to complete the draft EIS for the Naval Station Norfolk Transit Extension Study as required by the National Environmental Policy Act for projects to be eligible for federal funding. These amounts will be used to examine alternatives to extend fixed-guideway transit service to the Naval Station and evaluate a reasonable range of corridor and transit technology alternatives to provide connectivity through Norfolk to Naval Station Norfolk as well as future transit connectivity options to other cities in the Hampton Roads region.)

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