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## 2019 TRANSPORTATION POLICY STATEMENT

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1	Critical investments are needed to maintain	42			should be made available across the
2	and improve Virginia’s transportation	43			Commonwealth.
3	network. The structural imbalance between	44			
4	critical needs and available resources	45	D.	Shared responsibility. Transportation	
5	persists. Even with past actions taken by the	46		planning and authority are delegated	
6	General Assembly to enact a transportation	47		to regional bodies where they exist	
7	and public transit funding bill, the	48		and to localities. These bodies	
8	challenges abound for all transportation	49		prioritize and authorize individual	
9	modes. The federal Highway Trust Fund,	50		projects within their jurisdictions, an	
10	which pays for roads and transit, is barely	51		essential element of equity which	
11	solvent, and Congress has proven unable to	52		does require coordination among	
12	develop a long-term solution.	53		involved localities.	
13		54	E.	Project prioritization. VML supports	
14	VML is mindful of and acknowledges the	55		the collaborative approach taken by	
15	contribution of the legislation enacted in the	56		the Commonwealth Transportation	
16	2013 session (HB2313) and in the 2014	57		Board to seek input from regional	
17	session SMART SCALE (HB 2) as	58		and local bodies to develop a	
18	important first steps in addressing the	59		statewide prioritization process to	
19	transportation needs of Virginia’s localities.	60		leverage the highest value of scarce	
20	Future legislative and administrative	61		resources by measuring targeted	
21	initiatives should be based on these	62		projects that expand capacity,	
22	principles:	63		address congestion mitigation,	
23		64		economic development, accessibility,	
24	A. Sustainable Funding. A stable and	65		safety, and environmental quality.	
25	predictable plan which is	66		VML recognizes the importance of	
26	comprehensive, which addresses	67		having an objective, quantifiable,	
27	investment across the state and	68		and consistent process that also takes	
28	which does not rely upon general	69		the different needs of regions into	
29	fund revenue.	70		consideration and recognizes the	
30	B. Fiscal responsibility. Dedicated	71		significant progress made on this	
31	revenues, which are activity-based,	72		issue through SMART SCALE	
32	will strengthen as the economy does.	73		implementation.	
33	C. Statewide focus. Transportation is a	74	F.	Infrastructure modernization. Our	
34	statewide issue, not a regional, urban	75		transportation efforts must include a	
35	or rural issue. Every area of the state	76		comprehensive statewide plan to	
36	is economically hampered by	77		provide transportation options for	
37	insufficient infrastructure	78		rail passenger and transit systems.	
38	management. However, if the	79		Such plans must ensure that all	
39	General Assembly chooses a funding	80		Virginians — rural, suburban and	
40	approach that emphasizes regional	81		urban – are able to contribute to and	
41	efforts, then such opportunities	82		benefit from statewide economic	
		83		opportunities.	

1 G. Congestion mitigation. Alleviation of  
2 commuter congestion is essential to  
3 economic development and to  
4 enhance citizens' quality of life.  
5 Corridor-wide solutions which  
6 promote alternative modes including  
7 highways, transit and non-traditional  
8 solutions still need to be developed.  
9

## 10 REVENUES

11 Since the transportation needs of the state  
12 are so much greater than the current funding  
13 provisions, it remains essential that the  
14 General Assembly continue and expand  
15 transportation and infrastructure investment  
16 which is fiscally sound, well documented  
17 and serves local, regional and state-wide  
18 needs by:

- 19
- 20 • Raising revenue from those who use the  
21 transportation and transit systems;
- 22 • Identifying new revenue streams for  
23 state-wide, regional, and local  
24 transportation needs while preserving  
25 existing funding sources;
- 26 • Increasing dedicated funding for public  
27 transportation to meet transit operating  
28 and capital expenses and make Virginia  
29 competitive for federal transport funds;
- 30 • Providing or extending as a local option  
31 transportation impact fee authority to all  
32 localities;
- 33 • Authorizing practical options for using  
34 long-term financing for major  
35 transportation projects;
- 36 • Providing full state funding for the  
37 revenue sharing program as provided for  
38 in § 33.2-357; and
- 39 • Seeking equity among various road users  
40 by ensuring that trucks pay their share of  
41 road costs. VML also advocates for  
42 increased local influence when the state  
43 considers mitigating negative impacts  
44 resulting from truck traffic.  
45

## 46 PASS-THROUGH OF FEDERAL 47 FUNDS

48 Localities are often successful in receiving  
49 federal funds such as special appropriations  
50 and enhancement funds. These funds  
51 are passed through the State to localities  
52 and the transfer of these funds is often  
53 delayed. The federal government and the  
54 state need to streamline the transfer of these  
55 funds and allow localities to move forward  
56 with these projects. Additionally, localities  
57 with limited experience with federal projects  
58 should be provided training to reduce  
59 administrative risks.  
60

## 61 SAFETY

### 62 Vision Zero

63 Vision Zero approaches road safety through  
64 aggressive casualty reduction goals,  
65 coordinated and interdisciplinary actions,  
66 increased priority and resources allocated  
67 towards road safety improvement, and an  
68 overarching policy framework. VML  
69 supports the state's Vision Zero approach to  
70 transportation safety in state highway safety  
71 plans and encourages VDOT to collaborate  
72 and provide resources where appropriate to  
73 reach the Arrive Alive goal and the intent of  
74 Vision Zero.  
75

### 76 Pedestrian

77 VML recommends that the Virginia Code be  
78 amended to clarify the respective rights and  
79 duties of pedestrians and vehicle drivers.  
80 Drivers should be required to stop, not just  
81 yield, for pedestrians in all marked and  
82 unmarked crosswalks. In addition, police  
83 need the ability to issue simpler citations  
84 than currently allowed under Virginia law to  
85 more effectively enforce the laws against jay  
86 walking.  
87

### 88 Bicycling

89 VML also recommends changes to the Code  
90 of Virginia clarifying the rights and  
91 responsibilities of bicyclists in their use of

1 public streets in order to ensure the safety of  
2 all road users.

3  
4 **PRESERVATION OF RIGHTS-OF-  
5 WAY**

6 Transportation projects take many years  
7 from the planning stage to  
8 construction. Localities need additional  
9 authority to reserve miles of right-of-way  
10 years in advance of any funding availability  
11 for these projects, or risk development in the  
12 path of these transportation projects.

13  
14 **TECHNICAL ASSISTANCE**

15 Smaller communities and regions require  
16 additional and enhanced transportation  
17 planning and technical assistance from the  
18 state. This includes establishing equitable  
19 equipment rental rates and administrative  
20 costs.

21  
22 **TRAFFIC CALMING**

23 VML supports continued improvements to  
24 VDOT's traffic calming program to improve  
25 safety for users of public streets.  
26 Additionally, VML has supported, and  
27 continues to support, expanding the  
28 availability of photo-camera traffic  
29 enforcement for all localities in the context  
30 of a defined transportation safety program  
31 that includes engineering, enforcement,  
32 education, and emergency response  
33 elements while respecting civil rights.

34  
35 **METROPOLITAN PLANNING  
36 ORGANIZATIONS (MPOs)**

37 VML opposes broadening MPO voting  
38 membership to include private sector  
39 representatives. VML believes that  
40 representation by public officials makes  
41 MPOs accountable to citizens.

42  
43 **PUBLIC TRANSIT**

44 Mass transit is critical to the state's  
45 economy and the quality of life for all  
46 Virginians. Public transit includes all  
47 available multiple occupancy vehicle

48 services and technologies designed to  
49 transport passengers on local and regional  
50 routes.

51  
52 VML supports:

- 53 1) increased federal and state funding for
- 54 public transit;
- 55 2) policies that allow for the equitable
- 56 distribution of such funding;
- 57 3) a dedicated source of funding to support
- 58 public transit; and
- 59 4) state legislation to provide localities with
- 60 additional taxing authority to adopt
- 61 regionally-based or local taxes to address
- 62 transit capital needs.

63  
64 VML also appreciates congressional actions  
65 taken to restore and make permanent the  
66 \$260 per month parity between employer-  
67 sponsored benefits for parking and for mass  
68 transit riders. (The federal tax deduction  
69 taken by employers for providing these  
70 benefits ended under the Tax Cuts and Job  
71 Act enacted in December 2017.)

72  
73 **RAIL TRANSPORTATION**

74 VML recommends the expansion of  
75 interstate and intra-state passenger and  
76 freight rail service corridors, with no  
77 requirement for local match to provide  
78 transportation alternatives, and to help to  
79 stimulate economic development and  
80 tourism.

81  
82 State government and railroad executives  
83 must work cooperatively with local officials  
84 to improve and enhance railroad  
85 maintenance, safety, traffic and conflicts  
86 (for example at at-grade crossings).

87  
88 The Commonwealth needs to:

- 89 • Work with railroad executives to provide
- 90 greater access for passenger service (for
- 91 commuters and tourists).
- 92 • Strengthen funding for cost-effective
- 93 intercity passenger service and high-

1 speed rail operations to complement  
2 federal construction funding.  
3 • Work with surrounding states to foster  
4 greater interstate passenger rail service  
5 and to promote the development of the  
6 Northeast high-speed rail corridor, the  
7 New York to Atlanta corridor and  
8 services to Western Virginia, where  
9 these systems provide meaningful  
10 reduction of travel times, higher than  
11 historic reliability and needed coverage  
12 to vital business districts which are in  
13 close proximity to population centers.  
14  
15 VML believes the state needs to work with  
16 rail executives and the commuter rail system  
17 to permit commuter system extension and  
18 expansion throughout the Commonwealth  
19 and to develop a source of funds to  
20 accomplish.

21  
22 **AIR TRANSPORTATION**

23 VML wants the state and federal  
24 governments to actively work to develop  
25 and sustain comprehensive air service  
26 throughout the Commonwealth, connecting  
27 it to the mid-Atlantic region as well as the  
28 entire country. Additionally, VML wants  
29 the state and federal government to invest in  
30 and deploy new technologies intended to  
31 improve air service and safety.

32  
33 The federal government is urged to  
34 appropriate federal funds for airport  
35 infrastructure improvements at authorized  
36 levels and to develop a national airport  
37 access strategy intended to stimulate local  
38 economic development opportunities.  
39 Additionally, the state is urged to  
40 complement federal infrastructure  
41 investments as well as expand state support  
42 for capital improvements.

43  
44 **PORTS AND WATER**  
45 **TRANSPORTATION**

46 VML requests the protection and promotion  
47 of an effective port and water transportation  
48 system by:  
49 a. developing alternative water  
50 transportation mechanisms to  
51 alleviate congestion, such as ferries,  
52 that will move people, goods and  
53 vehicles as an alternative to road  
54 travel;  
55 b. enhancing rail service to move goods  
56 in and out of ports;  
57 c. deepening major water ports and  
58 navigable rivers;  
59 d. relieving congestion in the ports by  
60 enhancing rail and highway access  
61 out of ports; and  
62 e. developing policies on the  
63 disposal/reuse of shipping  
64 containers.

65  
66 Concerning the deepening of channels,  
67 VML requests the state to work closely with  
68 local governments regarding spoils disposal  
69 from channel deepening.

70  
71 The revenues derived from Virginia's public  
72 ports are dedicated exclusively to the state.  
73 Some portion should be shared with  
74 localities to account for street and road  
75 maintenance and police and fire protection  
76 services directly related to the impacts of  
77 tax-exempt port properties.

78  
79 VML urges a significant study of the state's  
80 water transportation system, including the  
81 expanded use of barge traffic for freight  
82 transportation.

83  
84 **REGIONAL TRANSPORTATION**  
85 **AUTHORITIES**

86 **Facilities**  
87 VML supports by-right authority for the  
88 creation of regional transportation  
89 authorities to promote coordination of  
90 transportation and related facilities.

91  
92 **Town voting membership**

1 VML supports town voting membership on  
2 regional transportation authorities  
3  
4 **Protective floor gas tax**  
5 VML thanks the General Assembly for  
6 amending Virginia Code § 58.1-2295 to  
7 establish a protective floor price for the 2.1  
8 percent regional gas tax, much as was done  
9 for the statewide fuels tax in §58.1-2217.  
10 Such a floor concept is essential to provide a  
11 more stable, dedicated revenue source  
12 needed for long-term financing of regional  
13 projects as well as bus and commuter rail  
14 operations.

15  
16 **LIVABILITY**

17 Streets do much more than move cars; they  
18 often define community character and serve  
19 as important public spaces. Small towns and  
20 larger cities alike are using complete streets  
21 policies to reclaim public space and solve  
22 traffic problems at the same time. Many  
23 complete street solutions are low-cost—  
24 some are as simple as changing paint-  
25 striping on pavement. VML supports  
26 securing mainstream transportation funds for  
27 non-motorized improvements and policy  
28 changes that result in construction of  
29 complete streets and improved bicycle and  
30 pedestrian infrastructure within the existing  
31 right of way.

32  
33 **TRANSPORTATION NETWORK**  
34 **COMPANIES**

35 VML supports state licensing of Internet-  
36 based transportation network companies  
37 (TNCs) as contained in HB 1662 (2015  
38 session) which establishes safety and  
39 insurance standards for vehicles and drivers.  
40 VML acknowledges that state licensing is  
41 preferable to local licensing recognizing the  
42 wide area of operations of TNCs, the need to  
43 avoid conflicting or competitive licensing  
44 among jurisdictions, the need to establish a  
45 functional basis for taxation, the need to  
46 provide consistent driver credentials and the  
47 need to ensure all segments of the

48 transportation industry are treated fairly.  
49 VML supports open market pricing for  
50 TNCs rather than fixed pricing, somewhat  
51 like variable toll pricing on major highways.  
52 VML also supports development of data-  
53 sharing agreements with TNCs to require the  
54 companies to share general trip information  
55 with DMV and which would be made  
56 available to all jurisdictions.