

Virginia Department of Transportation

2001 Fiscal Impact Statement

1. Bill Number: HB 2219 Enr 1

House of Origin ☐ Introduced ☐ Substitute ☐ Engrossed
Second House ☐ In Committee ☐ Substitute ☒ Enrolled

2. Patron: Stump, J.

3. Committee:

4. Title: Trucks hauling gravel, sand, or crushed stone

5. Summary/Purpose:

Trucks hauling gravel, sand, or crushed stone. Changes the July 1, 2001, "sunset" date on 1999 legislation to July 1, 2002 that temporarily applied coal truck weight limits to trucks hauling gravel, sand, or crushed stone in counties authorized to impose a coal severance tax. This bill continues the Department of Transportation's monitoring the operation of vehicles under this subsection and the effects of such operation on the condition of the highways.

6. Preliminary Fiscal Impacts are:

6a. Expenditure Impact:

| <i>Fiscal Year</i> | <i>Dollars</i> | <i>Positions</i> | <i>Fund</i> |
|--------------------|----------------|------------------|-------------|
| 2000-01 | \$0.00 | 0 | |
| 2001-02 | \$0.00 | 0 | |
| 2002-03 | \$0.00 | 0 | |

b. Revenue Impact:

| <i>Fiscal Year</i> | <i>Dollars</i> | <i>Positions</i> | <i>Fund</i> |
|--------------------|----------------|------------------|-------------|
| 2000-01 | \$0.00 | 0 | |
| 2001-02 | \$0.00 | 0 | |
| 2002-03 | \$0.00 | 0 | |

7. Budget amendment necessary: NO

8. Fiscal implications: Increased maintenance cost of approximately \$28 million over a 12-year period due to increased highway deterioration.

9. Specific agency or political subdivisions affected: Dept. of Transportation

10. Technical amendment necessary: NO

11. Other comments: Whereas the original bill removed the sunset date and VDOT's responsibility to monitor vehicle operations, the substitute bill extends the sunset date and continues monitoring responsibility. The net effect, however, is unchanged in that maintenance costs will still increase.

The Department completed a study of the affected counties in regard to allowing the additional weight of the vehicles and the affect on the maintenance and deterioration of the highways in the specified counties. It was the conclusion of the study that the cost of the damage to primary and secondary pavements within the seven severance tax counties caused by the net additional weight is estimated to be on the order of \$28 million over a 12-year period. This estimate does not include costs associated with load-induced damage to bridges, motorist delays through work zones because of increased road and bridge repairs, safety and geometric roadway improvements, or loss of life and property resulting from the increased safety hazards of heavy trucks operating in mountainous terrain.

Date: 02/27/2001

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cc: Secretary of Transportation

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