

Virginia Department of Transportation

2001 Fiscal Impact Statement

1. Bill Number: HB 2420 S 1

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

2. Patron: Wardrup, L.

3. Committee: House Transportation

4. Title: Secretary to develop and update Statewide Transportation Plan.

5. Summary/Purpose:

Allows the Secretary of Transportation to develop a statewide multi-modal transportation plan and conduct a needs assessment with a 20 year horizon and to update that plan at least every five years. The new plan will be developed in lieu of the quinquennial assessment of highway needs developed by the VDOT.

6. No Fiscal Impact

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: NO

9. Specific agency or political subdivisions affected: VDOT, VDRPT, Virginia Department of Aviation, Virginia Port Authority, DMV, Planning District Commissions, and all local governments.

10. Technical amendment necessary: NO

11. Other comments: > The focus of the plan would be on both transportation priorities and transportation needs. It is very difficult to establish the definition of a true "need". History reveals this to be a very subjective practice.

- > Needs have traditionally been interpreted as a dollar figure. This has placed the Department in a very difficult position in recommending revenue changes to meet identified needs, which may or may not be in keeping with current administrations guidelines.
- > This proposed legislation would place additional requirements on staff that are not in keeping with the Statewide Planning Process requirements provided in TEA-21.
- > The existing Quinquennial Review of Highway Construction Needs (33.1-23.03) is not as complete as the Statewide Planning Process requirements provided in TEA-21 and therefore does not meet all federal requirements.
- > The proposed plan is more consistent with the Statewide Planning Federal requirements under TEA-21, such as a twenty year horizon, embracing all modes, economic vitality, accessibility, and incorporating ITS (Intelligent Transportation Systems) in the planning process.
- > The proposed plan is more congruous with the transportation planning process required under TEA-21 for the Metropolitan Planning Organizations (MPO) .
- > A revised plan would be developed at least, once, every five years instead of occurring during a specific month.
- > Would increase planning efficiencies across the Transportation Secretariat.
- > The need to objectively prioritize projects statewide can be found in the Governor's Commission on Transportation Policy Report issued January 2001.

Date: 01/31/2001

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cc: Secretary of Transportation

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