

Virginia Department of Transportation

2001 Fiscal Impact Statement

1. Bill Number: SB 1047 Enr 1

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

2. Patron: Williams, M.

3. Committee:

4. Title: Statewide Transportation Plan

5. Summary/Purpose:

Requires the Commonwealth Transportation Board to conduct a comprehensive review of multi-modal statewide transportation construction needs in a statewide transportation plan. Supersedes the quinquennial assessment of highway needs by the Virginia Department of Transportation.

6. Tentative 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	\$115,000.00	2	NGF
2002-03	\$120,000.00	0	NGF

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: The expenditure noted for fiscal year 2001-2002 through 2002-2003 represents an approximate cost associated with providing additional staff support (through in-house new hires or outsourcing) to meet the additional requirements. These costs would continue annually past 2003.

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

10. Technical amendment necessary: NO

11. Other comments: > The proposed legislation refers to both transportation priorities and construction needs. It is very difficult to establish the definition of a true "construction need". History reveals this to be a very subjective practice.

- > Construction needs have traditionally been interpreted as a dollar figure, not a specific set of prioritized improvements. This has placed the Department in a very difficult position in recommending revenue changes to meet identified construction needs, which may or may not be in keeping with current administration guidelines.
- > The need to objectively prioritize projects statewide can be found in the Governor's Commission on Transportation Policy Report issued January 2001.
- > As the legislation stands, there will be additional unnecessary expenses.
- > The proposed legislation now includes multi-modal references, but it remains flawed on this concept. The ability to harmonize roadway decisions with other transportation modes is still limited in the proposed legislation in similar manner to the existing code because the Commonwealth Transportation Board does not have authority over all transportation modes. However, the Secretary of Transportation can impact all modes.

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cc: Secretary of Transportation

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