Virginia Department of Transportation
2001 Fiscal Impact Statement

1. Bill Number: SB 1047 S 1

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

2. Patron: Williams, M.

3. Committee: Senate Transportation

4. Title: Commonwealth Transportation Board to develop and update Statewide Transportation Plan

5. Summary/Purpose:

Requires the Commonwealth Transportation Board to conduct a comprehensive review of multi-modal statewide transportation 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:

Fiscal Year	Dollars	Positions	Fund
2000-01	$0.00	0	
2001-02	$115,000.00	2	NGF
2002-03	$120,000.00	0	NGF

b. Revenue Impact:

Fiscal Year	Dollars	Positions	Fund
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.

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 proposed legislation refers to 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, 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.

> While the existing Quinquennial Review of 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 legislation would place additional requirements on staff that are also not in keeping with the Federal Statewide Planning Process requirements provided in TEA-21.

> The Department is proposing amendments so:
  - there is more consistency 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,
  - there will be no fiscal implication,
  - there will be no longer be duplication of efforts between meeting the requirements as set out in Virginia Code and developing a Long Range Statewide Intermodal Transportation Plan required under TEA-21,
  - there will be more of a focus on transportation priorities rather than on needs and dollars required.

> The proposed Department amendments are also more congruous with the transportation planning process required under TEA-21 for the Metropolitan Planning Organizations (MPO).

>The existing code only addresses highways. Because the amendments the Department is proposing allow for multi-modality, planning efficiencies across the Transportation Secretariat would be increased.

> Other than the December 1, 2002 deadline for the first plan prepared in accordance with the provisions of this bill, the proposed Department amendments will align this substitute bill with the engrossed substitute version of House Bill 2420.

> The provisions of Senate Bill 1213 has been incorporated into substitute bill.

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cc: Secretary of Transportation   PDF Created 2/15/2001 1:58:21 PM