

Department of Planning and Budget 2004 Fiscal Impact Statement

1. Bill Number HB115

House of Origin	<input checked="" type="checkbox"/> Introduced	<input type="checkbox"/> Substitute	<input type="checkbox"/> Engrossed
Second House	<input type="checkbox"/> In Committee	<input type="checkbox"/> Substitute	<input type="checkbox"/> Enrolled

2. Patron Marshall, R.G.

3. Committee House Transportation

4. Title Interstate Route 81; collection of tolls.

5. Summary/Purpose:

Requires the Department of Transportation to collect tolls for use of Interstate Route 81 (I-81) by trucks, tractor trucks, and combination vehicles. The amount of the toll is to be set by the Commonwealth Transportation Board. Proceeds from the toll collections are to be paid to the Department of Rail and Public Transportation to finance improvements to Virginia's rail infrastructure so that cargo shipments can be shifted from trucks to trains.

6. Fiscal Impact: Cannot be determined, see item 8.

7. Budget amendment necessary: To be determined. An appropriation may have to be provided for the Department of Rail and Public Transportation and the Department of Transportation to expend revenue received from the collection of tolls. Possible expenditures associated with toll collection, and other related administrative expenses, could include capital costs associated with planning, procurement, and installation of the necessary toll and traffic management systems, plus expenditures for the ongoing operations and any related violation enforcement activities.

8. Fiscal implications:

The fiscal implication of this bill cannot be determined at this time. However, there could be transportation expenditures for system acquisition, construction, installation and operation, plus related administrative functions. According to the Department of Transportation (VDOT), cost of any reconstruction of the I-81 corridor is tentative and under study, subject to the completion of a National Environmental Policy Act (NEPA) review and further VDOT action. Any toll revenues collected would need to be first used to service debt obligations incurred to fund reconstruction of the I-81 facility.

9. Specific agency or political subdivisions affected: VDOT, Department of Rail and Public Transportation, Department of Motor Vehicles, state police, and affected local jurisdictions

10. Technical amendment necessary: No.

11. Other comments:

Current state law (Chapter 22, Section 56-565), requires that no tolls or user fees be imposed by a Private Public Transportation Act (PPTA) operator on a free interstate highway unless it is reconstructed to provide for increased capacity.

In addition, the bill notes that “the provisions of this act shall expire upon receipt by the Governor of a written communication from the Administrator of the Federal Highway Administration to the effect that the provisions of this act contravene federal law.” The Interstate System Rehabilitation and Reconstruction Pilot Program, permits states to collect tolls on the interstate for the purpose of reconstructing and rehabilitating interstate highway corridors. Currently, there is a provision limiting the number of pilot projects to three interstate facilities, which must be in different states. In addition, there are limitations placed on the use of toll revenue.

Date: 01/22/04 / jlm

Document: (DPB G:\Leg 04\HB115.DOC)

cc: Secretary of Transportation
Secretary of Public Safety