

## Department of Planning and Budget 2008 Fiscal Impact Statement

**1. Bill Number:** HB1516

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

**2. Patron:**    Gilbert

**3. Committee:** Transportation

**4. Title:**    **Public-Private Transportation Act; tolls on Interstate highways.**

**5. Summary:** The proposed legislation would prohibit the Commonwealth Transportation Board or a private entity from imposing tolls on Interstate 81 without the prior approval of the General Assembly.

**6. Fiscal Impact Estimates:** Unavailable. See Item 8.

**7. Budget Amendment Necessary:** None.

**8. Fiscal Implications:** The proposed legislation would prohibit the Commonwealth Transportation Board from imposing tolls on any component of the Interstate system that includes any portion of Interstate 81 without the prior approval of the General Assembly. Virginia received conditional approval from the Federal Highway Administration to include Interstate 81 in the Interstate Reconstruction and Rehabilitation Pilot Program in 2003, which would allow a reconstructed or rehabilitated free Interstate highway segment to be converted into a toll road. The proposed legislation would require approval from the General Assembly prior to the signing of contracts to construct toll lanes on Interstate 81.

The proposed legislation would also prohibit private entities acting under the Public-Private Transportation Act of 1995 from imposing tolls on any existing rural portion of Interstate 81. It is unclear what portions of Interstate 81 the proposed legislation would cover. The Code of Virginia does not define a rural Interstate highway. The Virginia Department of Transportation (VDOT) functionally classifies roadways in the Commonwealth according to federal guidelines. Segments of Interstate routes are classified as urban or rural according to population density of the surrounding land, which is determined by the Census every ten years. As such, most Interstates in the Commonwealth cross in and out of urban and rural areas. Interstate 81 is classified as rural for most of its length in the Commonwealth, but becomes an urban interstate near cities and towns.

**9. Specific Agency or Political Subdivisions Affected:** Virginia Department of Transportation

**10. Technical Amendment Necessary:** None.

**11. Other Comments:** This bill is similar to SB754.

**Date:** 2/8/2008 dpb/smc

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cc: Secretary of Transportation