

Department of Planning and Budget 2015 Fiscal Impact Statement

1. **Bill Number:** SB847

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

2. **Patron:** Stanley

3. **Committee:** Passed both houses

4. **Title:** Interstate 73 Transportation Compact

5. **Summary:** Creates an "Interstate 73 Transportation Compact" and sets out the authorizing provisions for Virginia to enter into an "Interstate 73 Transportation Compact" agreement for the development and implementation of future I-73 corridor projects. The compact is to be guided by a commission comprised of representatives of one or more of the other 5 prospective signatory states (SC, NC, WV, OH, and MI) in which the I-73 corridor traverses.

The commission is to study, develop, and promote a plan for the design, construction, financing, and operation of the Interstate 73 corridor, and find funds and resources that are or may be appropriated or allocated for the project(s) to create the Interstate 73 corridor. The commission is also authorized to, or may authorize a private entity (through public private partnership) to, fix and revise a schedule of toll rates and to collect such tolls. These activities are to be performed in accordance with applicable state and federal laws, with any tolls also to be approved by the commission and the legislature of the signatory state in which such toll is to be collected.

Each signatory state is to provide seven members to the commission. The Virginia commission members are to be: two members of the Senate of Virginia appointed by the Senate Committee on Rules, three members of the House of Delegates appointed by the Speaker of the House, the chairman of the Commonwealth Transportation Board, and another member of the Commonwealth Transportation Board appointed by the Governor. The Virginia Department of Transportation and the appropriate transportation agencies of the other signatory states shall provide staff support to the commission. The bill includes various provisions regarding commission meetings, reports to update state governors and legislatures, compensation of the commission members from funds to be appropriated or allocated, and potential withdrawal from the compact by a state after six months-notice from the state legislature or governor.

A separate enactment clause specifies that the provisions of this act shall become effective only upon its enactment by the Commonwealth of Virginia and the other signatory states and upon the consent of Congress

6. **Budget Amendment Necessary:** Yes, new agency and item under either the legislative portion of the budget or Transportation Secretariat.

7. Fiscal Impact Estimates: Final. See Item 8.

8. Fiscal Implications: The Interstate 73 Transportation Compact could potentially lead to the provision of financial sources for the future development and implementation of highway projects in the I-73 corridor. In Virginia, this corridor would include localities in the general vicinity of the Roanoke region and areas south and west of the Roanoke region. The cost to develop and create this corridor is unknown. Funding sources can include federal support, individual state support, and tolls.

The bill proposes that the Virginia Department of Transportation (VDOT) and the appropriate transportation agencies of the other signatory states provide staff support to the commission. Estimates for the manpower needs of VDOT to meet this responsibility are not available at this time.

The Interstate Transportation Compact Commission will likely have minimal operational costs associated with paying per diem and possible travel costs for the five Virginia legislative members of the commission and the two Commonwealth Transportation Board (CTB) members. The per diem for legislative members is \$200 per day, while for the CTB members it is \$50 per day. If the commission meets the required minimum of twice a year, assuming two days per diem, average overnight lodging of \$100 and average travel costs associated with 200 miles of travel, the annual cost would be \$3,705. Given the possibility of more than two meetings per year and other possible expenses, \$5,000 in funding is likely needed to cover the annual operations of the commission. No funding was included in the General Assembly's budget for this commission.

9. Specific Agency or Political Subdivisions Affected: Commonwealth of Virginia Secretary of Transportation, Virginia House and Senate, Commonwealth Transportation Board, Virginia Department of Transportation, possibly the Virginia Office of Public-Private Transportation Partnerships, and the states (South Carolina, North Carolina, Virginia, West Virginia, Ohio, and Michigan) and localities of those areas affected by projects to be developed and planned under the proposed Interstate 73 Transportation Compact.

10. Technical Amendment Necessary: No

11. Other Comments: None