

## Department of Planning and Budget 2016 Fiscal Impact Statement

**1. Bill Number:** SB234

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:** Petersen

**3. Committee:** Transportation

**4. Title:** Tolling on Interstate 66

**5. Summary:** The bill prohibits tolls on existing components of Interstate 66 east of mile marker 67 and provides that if additional lanes are added on Interstate 66 after January 1, 2017, toll revenues from use of the additional lanes shall be used only for the construction and maintenance of such additional lanes.

**6. Budget Amendment Necessary:** Yes. Possible language amendments under Items 453 and 455.

**7. Fiscal Impact Estimates:** Preliminary. See Item 8.

**8. Fiscal Implications:** According to the Virginia Department of Transportation (VDOT), it has incurred expenses of approximately \$5 million in funds from the Toll Facilities Revolving Account to complete the concept development, feasibility work, and design of the I-66 inside the beltway project. To date, approximately \$2.5 million has been billed and the remaining half has been allocated to active task orders that will be billed through the end of February 2016. There is an active procurement for a toll integrator, which was initiated on January 8, 2016.

By statute, all funds from the Toll Facilities Revolving Account have to be reimbursed for any advanced funding provided to establish new toll roads with toll revenues from the new project. The Commonwealth Transportation Board is also contractually obligated to provide an additional \$5 million to the Northern Virginia Transportation Commission for improvements to the I-66 corridor, which is also supposed to come from new toll revenues. Budget amendments may be necessary to provide these funds outside of the existing formulas to meet the contractual obligations of the Commonwealth Transportation Board and to take funds from other priority projects to reimburse the Toll Facilities Revolving Account for the existing expenditures.

In addition, the Commonwealth will need to identify at least \$122 million in funds for the future widening of eastbound I-66 from the Dulles Connector Road to Ballston that would otherwise be funded with toll revenues.

**9. Specific Agency or Political Subdivisions Affected:** Virginia Department of Transportation; Commonwealth Transportation Board; Regional Authorities that have approval authority over Interstate Projects.

**10. Technical Amendment Necessary:** No

**11. Other Comments:** None