

## Department of Planning and Budget

### 2007 Fiscal Impact Statement

**1. Bill Number** HB2223

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

**2. Patron** Wardrup

**3. Committee** House Transportation

**4. Title** Components of state highway systems.

**5. Summary/Purpose:** The proposed legislation requires that the Virginia Department of Transportation (VDOT), with the advice and consent of the Commonwealth Transportation Board, on or before January 1, 2008, reconsider and reassign the various highways, bridges, and other facilities comprising the state primary, secondary, and urban highway systems so that the assignment of components to such systems is based, to the maximum degree practicable, solely upon the components' functional classification.

The Code of Virginia classifies the Commonwealth's roadways into three funding systems: primary, secondary and urban.

- **Primary** - 8,111 miles of two-to-six-lane roads that connect cities and towns with each other and with interstates.
- **Secondary** - 48,305 miles of local connector or county roads.
- **Urban** - 10,561 miles of urban streets, maintained by cities and towns.

**6. Fiscal Impact Estimates are:** Preliminary. See Item 8.

**7. Budget amendment necessary:** None.

**8. Fiscal implications:** The proposed legislation would direct the VDOT to reassign the system designations of the highways, bridges and other facilities around the Commonwealth based on the roadway's federal functional classification. A report by the Joint Legislative Audit and Review Commission found that as the current classification system has evolved over time, a roadway's classification may no longer match the roadway's current use.

Construction funds from the Transportation Trust Fund are split among the three classifications. After other allocations, of the funds remaining in the Transportation Trust Fund, 40 percent are distributed to the primary system, 30 percent are distributed to the secondary system and 30 percent are distributed to the urban system.

The proposed legislation potentially changes the number of lane miles contained within each system, but does not amend the formulas which supply the three systems with construction

dollars. The reassignment of lane miles by the CTB may alter the purchasing power of the funding for the systems.

Cities and towns are paid an amount per mile for the maintenance of highways in the urban system, as are counties which maintain their own secondary highway system. These payments would potentially change to reflect shifts in the number of lane miles maintained by the locality.

**9. Specific agency or political subdivisions affected:** Department of Transportation,  
Commonwealth Transportation Board

**10. Technical amendment necessary:** None.

**11. Other comments:** The provisions of the bill may conflict with existing statutes contained in the Code of Virginia. Section 33.1-34 limits the total mileage of roads, bridges and streets transferred from the secondary system to the primary system to 50 miles during any one year. Section 33.1-35 limits the primary system miles that may be transferred to the secondary system to 150 miles, and requires a notice be sent to the locality and a public hearing held, if requested by the locality.

**Date:** 01/17/07 / smc

**Document:** F:\SMC\GA\FIS 2007\HB2223.Doc

cc: Secretary of Finance

Secretary of Transportation