

Department of Planning and Budget 2011 Fiscal Impact Statement

1. Bill Number: HB1539

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: LeMunyon

3. Committee: Transportation

4. Title: Tolls on Dulles Toll Road and Dulles Greenway; requires advance approval by local government, etc.

5. Summary: The proposed legislation would require the Dulles Toll Road or Dulles Greenway get the advance approval by majority vote of every local governing body of every county, city, and town through which the facility passes prior to any toll rate increases.

The Dulles Greenway is a privately owned toll road constructed through the Virginia Highway Corporation Act of 1988 (§56-535, et seq.). The roadway operator is regulated by the State Corporation Commission (SCC) similar to public service corporations. Increases in toll rates are permitted by the SCC according to a process set out in the Code.

The Dulles Toll Road was constructed by the Commonwealth in 1984. It is operated by the Washington Metropolitan Airports Authority (MWAA) pursuant to an agreement with the Commonwealth. Toll rates are set by the MWAA's 13 member board, five of whom are appointed by the Governor, following MWAA's statutory processes for setting fees, which includes public hearings. Toll revenues are used to maintain and improve the Dulles Toll Road and construct the Dulles Corridor Metrorail Project.

6. Budget Amendment Necessary: None.

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

8. Fiscal Implications: The proposed legislation would require certain local governments to approve toll increases. Toll revenues from the Dulles Greenway and the Dulles Toll Road do not impact state finances. The Dulles Toll Road is operated by MWAA through a 50-year agreement with the Commonwealth, at which time the roadway will revert back to the control of VDOT. Therefore the Commonwealth still retains an interest in the maintenance of the roadway.

9. Specific Agency or Political Subdivisions Affected: Loudoun County, Fairfax County, Town of Leesburg, Town of Herndon

10. Technical Amendment Necessary: None.

11. Other Comments: None.

Date: 1/27/2011 dpb/smc

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