

## Department of Planning and Budget 2016 Fiscal Impact Statement

**1. Bill Number:** HB1243

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:** Marshall, R.G.

**3. Committee:** Privileges and Elections

**4. Title:** Referendum for tolling Interstate 66 inside Capital Beltway; approval by General Assembly for Interstate 66 tolls

**5. Summary:** Requires that localities in Planning District 8 that are located wholly or partially inside the Capital Beltway have voter approval by referendum before the imposition and collection of tolls for the use of Interstate 66 inside the Capital Beltway. If the vote from the referendum is negative to imposing and collecting tolls, the decision to impose tolls rests with the General Assembly. At present, General Assembly approval is not required for imposition and collection of tolls for the use of Interstate 66 inside the Capital Beltway.

**6. Budget Amendment Necessary:** Yes. Items 86, 453, 455

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

**8. Fiscal Implications:** Section 30-19.10, Code of Virginia, requires the State Board of Elections to run advertisements in state newspapers and prepare posters and pamphlets providing public notice about a referendum. The estimated one-time cost relating to one item is \$131,158, which is based on the cost of advertising and printing for proposed 2014 constitutional amendments. This amount consists of approximately \$129,403 in newspaper advertising costs and \$1,755 for printing costs of pamphlets and posters.

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 this 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. If tolls are prohibited, 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:** Board of Elections, Virginia  
Department of Transportation, Northern Virginia Regional Commission

**10. Technical Amendment Necessary:** No

**11. Other Comments:** None