

Department of Planning and Budget 2016 Fiscal Impact Statement

1. Bill Number: HB1

House of Origin	<input type="checkbox"/> Introduced	<input checked="" 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: House Transportation

4. Title: Tolling on I-66

5. Summary: Provides that no toll shall be imposed or collected for the use of any existing component of Interstate 66 east of mile marker 67 until additional lanes are added to such portion of Interstate 66, at which time such additional lanes may be tolled. Such toll shall only (i) be priced according to distance traveled and traffic volume at the time a particular vehicle is using the highway; (ii) be imposed east of Route 7 and east of any entrance to the West Falls Church Metro Station; (iii) be imposed only on single occupancy vehicles no more than four hours per day in the morning eastbound and the evening westbound; and (iv) be imposed Monday, Tuesday, Wednesday, Thursday or Friday, except holidays.

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 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. 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.

Finally, VDOT notes the need for the installation of parking lot counters at an estimated cost of \$4 to \$6 million.

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

10. Technical Amendment Necessary: No

11. Other Comments: None