

Department of Planning and Budget

2018 Fiscal Impact Statement

1. Bill Number: HB765

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

2. Patron: Jones, S.C.

3. Committee: Passed Both Houses

4. Title: Transportation processes in the Commonwealth; responsibilities of transportation entities; funding.

5. Summary: Expands the responsibilities of the Office of Intermodal Planning and Investment of the Secretary of Transportation (Office). The bill clarifies the residency requirements for the urban and rural at-large members of the Commonwealth Transportation Board (Board) and provides that no member of a governing body of a locality is eligible to be appointed to the Board during his term of office. The bill provides that the Board's Six-Year Improvement Program shall only commit funds from the State of Good Repair Program, the High Priority Projects Program, or the Highway Construction District Grant Programs to a project or program if such commitment is sufficient to complete the project or program. The bill changes the timing of reports from annually to biennially, expands the requirements of the biennial report provided by the Commissioner of Highways, and requires the Office to submit a biennial report as described in the bill. The bill decreases the maximum matching allocation that the Board may make to a locality, through revenue sharing, from \$10 million to \$5 million and provides that no more than \$2.5 million of such funds can be used for the maintenance of highway systems. The bill changes the amount of Commonwealth funds allocated to the Board for revenue-sharing from no less than \$15 million and no more than \$200 million to not in excess of \$100 million or seven percent of funds available for distribution by the Board from all funds made available for highway purposes, whichever is greater.

6. Budget Amendment Necessary: No.

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

8. Fiscal Implications: It is anticipated that this legislation will have minimal fiscal implications on the Commonwealth.

9. Specific Agency or Political Subdivisions Affected: Office of Intermodal Planning and Investment of the Secretary of Transportation, Department of Transportation, Department of Rail and Public Transportation, Commonwealth Transportation Board, Secretary of Transportation, and localities receiving revenue sharing bonds from the Board.

10. Technical Amendment Necessary: No.

11. Other Comments: None.