

## **Department of Planning and Budget 2019 Fiscal Impact Statement Template**

**1. Bill Number:** HB2718

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

**2. Patron:** Landes

**3. Committee:** Transportation

**4. Title:** Interstate 81; tolling; Interstate 81 Corridor Improvement Fund.

**5. Summary:** Creates the Interstate 81 Corridor Improvement Fund to be used for capital, operating, and improvement costs along the Interstate 81 corridor. Requires the Commonwealth Transportation Board (CTB) to develop and update, in consultation with an Interstate 81 Committee established by the bill, an Interstate 81 Corridor Improvement Program. Requires that the Interstate 81 Committee review the Interstate 81 Corridor Improvement Plan adopted by the Commonwealth Transportation Board on December 5, 2018, as it relates to funding options for improvements to the Interstate 81 corridor and the prioritization of projects in the Interstate 81 corridor. The Committee is required to conduct regional public meetings on options for funding and improvements and seek input from the public and stakeholder organizations and issue a report to the Governor and the General Assembly by December 15, 2019, regarding its recommendations for funding and prioritization of projects

**6. Budget Amendment Necessary:** No.

**7. Fiscal Impact Estimates:** Preliminary. See item 8, below.

**8. Fiscal Implications:** The bill creates a special, nonreverting fund, the Interstate 81 Corridor Improvement Fund, to be used for capital, operating, and improvement costs along the Interstate 81 corridor. The bill specifies that any amounts deposited to the Fund, or any expenditures from the Fund, cannot be used to calculate or reduce the share of federal, state, or local revenues otherwise available to jurisdictions along the Interstate 81 corridor. Additionally, revenues and expenditures of the Fund cannot be included in any computation of a locality's ability to pay for public education. The bill does not identify any specific source of revenue for the Fund.

The bill also would require the CTB to annually update and report on the status and implementation of the Interstate 81 Corridor Program. The bill also establishes an Interstate 81 Committee consisting of 15 members and two ex-officio members including: the five chairs of the Planning Districts impacted by Interstate 81, four members of the House of Delegates residing in the impacted Planning Districts, three members of the Senate residing in the impacted Planning Districts, and the three CTB members representing the Bristol, Salem, and Staunton Construction Districts. The Commissioner of Highways and the

Commissioner of the Department of Rail and Public Transportation (DRPT) would serve as ex-officio members of the committee. The committee would be required to meet four times per year and consult with interested stakeholders. As a result of member participation in the committee's meetings, an estimated \$7,200 in interim compensation and \$3,960 in travel costs would be charged to the General Assembly's budget.

The Office of Intermodal Planning and Investment, the Department of Transportation (VDOT), and DRPT would be required to support the committee as appropriate. At this time, the costs of supporting the committee are indeterminate; however, it is anticipated that VDOT and DRPT could absorb the costs within existing resources.

The bill requires the CTB, in consultation with committee and with the support of the Office of Intermodal Planning and Investment, to regularly update the Interstate 81 Corridor Improvement Plan. VDOT, the Department of State Police, and the Department of Motor Vehicles are required to provide technical assistance on such updates. It is anticipated that these agencies will be able to provide technical assistance utilizing existing resources.

- 9. Specific Agency or Political Subdivisions Affected:** Commonwealth Transportation Board, Department of Transportation, Department of Rail and Public Transportation, Office of Intermodal Planning and Investment, Department of State Police, Department of Motor Vehicles.

- 10. Technical Amendment Necessary:** No.

- 11. Other Comments:** This bill is similar to SB1716.