

**GENERAL ASSEMBLY OF NORTH CAROLINA**

**Session 2013**

**Legislative Fiscal Note**

**BILL NUMBER:** House Bill 267 (Second Edition)

**SHORT TITLE:** Limit Tolling on Existing Interstates.

**SPONSOR(S):** Representatives Collins, Torbett, Floyd, and Wray

<b>FISCAL IMPACT</b>					
(\$ in millions)					
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> No Estimate Available					
<b>State Impact</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>
HTF Revenues:	0.0	0.0	0.0	0.0	0.0
HTF Expenditures:	0.0	0.0	0.0	0.0	0.0
State Positions:	0	0	0	0	0
<b>NET STATE IMPACT</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

**PRINCIPAL DEPARTMENT(S) & PROGRAM(S) AFFECTED:**  
Department of Transportation

**EFFECTIVE DATE** Effective when it becomes law.

**TECHNICAL CONSIDERATIONS:**  
None

**BILL SUMMARY:**

This bill amends G.S. 136-89.198 to provide that the Authority may collect tolls on existing interstate highway capacity if specified conditions are met. The bill requires that (1) the US Department of Transportation (DOT) authorize tolling on an existing interstate highway, (2) the Authority continuously maintain the same number of general non-toll lanes on the affected segment that were available before the imposition of any tolls and maintain access to non-toll lanes at all times during repairs or maintenance of non-toll lanes, and (3) use the revenue generated from the tolls to increase capacity on the portion of the interstate highway where the toll is collected.

The bill deletes the prior requirement that the revenue generated from the collected tolls be used by the Authority to repair and maintain the interstate on which the tolls were collected.

**ASSUMPTIONS AND METHODOLOGY:**

This bill does not authorize toll projects but sets two limitations when interstate highways are tolled in the future. These limitations (1) dictate that existing interstate highway capacity cannot be tolled and (2) directs that the use of toll revenues on expanded capacity be used only on the portion of the interstate highway being tolled. Based on current law, this bill applies to the project selected under S.L. 2012-104, which the DOT has determined will be used to construct high occupancy tolling (HOT) lanes on I-77.

The I-77 toll project is expected to open to traffic in FY2017 and current plans have the toll revenues paying for related upgrades to existing lanes and constructing new portions of the highway that will not be tolled to replace the affected existing lanes, as required in Section 1 (a)(2). Eliminating the language on lines 22-23 in Section 1 (a)(3) and adding the restriction to limit the use of toll revenues to increase capacity will cause DOT to shift funds from another project for these impacted sections of I-77. It is not known how many sections will be impacted or the cost that will need to be shifted.

**SOURCES OF DATA:** Department of Transportation

**TECHNICAL CONSIDERATIONS:** None

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**DATE:** May 15, 2013



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