

NORTH CAROLINA GENERAL ASSEMBLY

LEGISLATIVE FISCAL NOTE

BILL NUMBER: SB 917, House Committee Substitute #2

SHORT TITLE: Toll OK on Long Trust Fund Bridge

SPONSOR(S): Senator Odom

FISCAL IMPACT: Expenditures: Increase (X) Decrease ()
 Revenues: Increase (X) Decrease ()
 No Impact ()
 No Estimate Available ()

FUND AFFECTED: General Fund () Highway Fund () Local Govt. ()
 Other Funds () Highway Trust Fund (X)

BILL SUMMARY: An Act to allow the Department of Transportation to charge a toll on certain bridges on the Intrastate System that are at least 8 miles long.

EFFECTIVE DATE: Effective upon ratification.

PRINCIPAL DEPARTMENT(S)/PROGRAM(S) AFFECTED: Department of Transportation

FISCAL IMPACT

(NOTE: ESTIMATED REVENUES, BEGINNING 2005)
 (IN MILLIONS)

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>
REVENUES:					
GENERAL FUND					
HIGHWAY FUND					
HIGHWAY TRUST FUND	\$2.3-\$3.7	\$2.3-\$3.7	\$2.3-\$3.7	\$2.3-\$3.7	
LOCAL					
EXPENDITURES					
\$2.3-\$3.7	\$.300*	\$.300	\$.300	\$.300	
\$.300					

*Collection Cost

POSITIONS: N/A

ASSUMPTIONS AND METHODOLOGY: The only bridge in the Intrastate System that exceeds 8 miles in length is the proposed Mid-Currituck Bridge from Coinjock to Corolla in Currituck County. Project R-2576 is in the 1995-2001 Transportation Improvement Program (TIP) to construct a 9.9 mile structure over Currituck Sound at a cost of \$48.45 million.

Planning is now underway on the project, design will begin in 1997, right-of-way acquisition will begin in 1999 and construction will start sometime after 2001. The project will be funded by the federal Surface Transportation Program (80%) and the Highway Trust Fund (20%). This bill will not accelerate construction of the project.

The DOT Policy and Fund Administration Branch submitted a toll analysis of this project to Fiscal Research on February 14, 1994. The analysis assumed the average daily traffic (ADT) on this bridge in the year 2005 would range from a low of 5,900 vehicles to a high of 9,300 vehicles. Toll revenue was computed on \$2 per automobile and \$4 per truck. Toll collection would be made in one direction only. The projected tolls and toll collection method are consistent with an analysis done in 1989 by Howard Needles Tammen and Bergendorf, a firm selected by DOT to study the feasibility of constructing a bridge over the Currituck Sound.

SB 917 says DOT may, not shall, charge a toll. If DOT chooses to toll the Mid-Currituck Bridge in the method suggested above, then the low ADT projection will yield \$2.3 million per year in toll revenue and the high ADT will generate \$3.7 million. DOT anticipates toll collection costs to be \$300,000 per year. The net revenue for the Mid-Currituck Bridge of between \$2.0 and \$3.4 million will be deposited into the Highway Trust Fund. Trust Fund revenues are allocated based on a statutory formula.

SOURCES OF DATA:

TECHNICAL CONSIDERATIONS:

FISCAL RESEARCH DIVISION

733-4910

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DATE: July 7, 1994



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