

Virginia Department of Transportation

2001 Fiscal Impact Statement

1. Bill Number: SB 1326

House of Origin ☒ Introduced ☐ Substitute ☐ Engrossed
Second House ☐ In Committee ☐ Substitute ☐ Enrolled

2. Patron: Houck, R.

3. Committee: Senate Transportation

4. Title: Additional Evaluation of land use and traffic impacts as a result of new highway construction projects estimated to cost over \$20 million.

5. Summary/Purpose:

Proposal to add the evaluation of land use and traffic impacts for projects (new highways, interchanges, and additional lanes) to the preliminary engineering phase, and generating reports of the impacts to the CTB, and affected localities.

6. Preliminary Fiscal Impacts are:

6a. Expenditure Impact:

<i>Fiscal Year</i>	<i>Dollars</i>	<i>Positions</i>	<i>Fund</i>
2000-01	\$0.00		
2001-02	\$1,500,000.00	8	
2002-03	\$1,000,000.00	7	

b. Revenue Impact:

<i>Fiscal Year</i>	<i>Dollars</i>	<i>Positions</i>	<i>Fund</i>
2000-01	\$0.00	0	
2001-02	\$0.00	0	
2002-03	\$0.00	0	

7. Budget amendment necessary: There is no dedicated stream of funding for this mandate.

8. Fiscal implications: This mandate will require the acquisition of additional software to evaluate alternative land use scenarios, as well as training on how to use this software. Will also necessitate additional staffing that has expertise in land use issues. This additional phase could delay projects. Manpower costs are estimated at over \$560,000 per year. Cost for overhead (training, software, hardware, data collection, travel, etc.) estimated at over \$440,000. Initial startup costs, such as office space, materials, and research account for the additional first year increase.

9. Specific agency or political subdivisions affected: VDOT, localities

10. Technical amendment necessary: NO

11. Other comments: VDOT strongly opposes this bill because:

*This mandate would result in duplication of effort. Localities are responsible for land use planning currently, and VDOT seeks their input during the transportation planning process on land use projections. VDOT also consults localities on land use projections during the Environmental Impact Statement process. These projections, provided by the locality, are used when VDOT develops traffic forecast. This mandate would result in VDOT developing projections, and thus taking on the responsibilities of the localities.

*VDOT's projection of future land use could result in conflicts with localities. As stated previously, VDOT actively seeks local input on land use projections already. Localities are likely to be in opposition to VDOT taking a proactive role in determining their future land use, or making predictions to that affect. There is also possibility of litigation if VDOT's land use predictions do/do not hold true (I.e. land speculation based on VDOT predictions, etc.).

*Land use itself is volatile in nature. Attitudes towards growth and development can change with the election of local governing bodies. A costly computer model will in all likelihood not be able to predict future land use any better than a local planner. Difficulties also arise in how a land use model would be calibrated to validate the process.

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cc: Secretary of Transportation

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