

Department of Planning and Budget 2004 Fiscal Impact Statement

1. Bill Number SB277

House of Origin ☒ Introduced ☐ Substitute ☐ Engrossed

Second House ☐ In Committee ☐ Substitute ☐ Enrolled

2. Patron Wampler

3. Committee Senate Transportation

4. Title VDOT acquired real estate.

5. Summary/Purpose:

Requires VDOT to maintain real property it acquires so that it doesn't become an eyesore or danger to community residents. The bill also requires the department to perform certain, specified maintenance services on these properties, including, but not limited to, mowing grass, and cutting of weeds.

6. Fiscal Impact Estimates are: Preliminary, see item 8.

7. Budget amendment necessary: No.

8. Fiscal implications:

According to the Department of Transportation (VDOT), on average, about \$50 per acre is expended to mow grass and remove litter. The cost for these maintenance services can be as high as \$107 per acre in Northern Virginia. This legislation requires, but is not limited to, the performance of grass mowing and litter removal on property acquired by VDOT, for any purpose. The minimum financial impact of this legislation on VDOT would be to increase maintenance costs by a minimum of \$50 for every acre of all new property acquired. Because VDOT acquires thousands of acres of new property each year for a variety of purposes, this legislation could result in significant increases in maintenance costs each year. The money to support this increase may require a reallocation of resources from construction to maintenance.

In addition, the extent of property to be acquired in the future is unknown, and it is not clear if the intent of this legislation is to cover property that VDOT already owns. Given this, any additional costs to VDOT cannot be fully quantified at this time. However, this legislation could have a significant fiscal impact on maintenance costs.

9. Specific agency or political subdivisions affected: VDOT.

10. Technical amendment necessary: None.

11. Other comments: The proposed legislation does not specify who would be responsible for determining what an acceptable level of maintenance is, and could vary from site to site creating unknown maintenance requirements.

Date: 01/30/04 / jlm

Document: (DPB G\ Leg 04\SB277.DOC)

cc: Secretary of Transportation