

## **Department of Planning and Budget 2009 Fiscal Impact Statement**

**1. Bill Number:** HB2577

House of Origin      X     Introduced                 Substitute                 Engrossed  
Second House                In Committee             Substitute                 Enrolled

**2. Patron:**        May

**3. Committee:** House Transportation

**4. Title:**        **Noise abatement practices and technologies.**

**5. Summary:** The proposed legislation would amend the process through which the Commonwealth Transportation Board (CTB) or the Virginia Department of Transportation (VDOT) plans for or undertakes any highway construction or improvement project which includes the provision or construction of any noise abatement structure or technology.

In determining the type of such noise abatement structure, the agency must give priority to the use of low-noise asphalt pavement and plantings of American red cedar trees or other appropriate conifers in preference to construction of noise walls or sound barriers constructed of concrete, metal, wood, bricks, stone, or composite materials.

**6. Fiscal Impact Estimates:** Indeterminate. See Item 8.

**7. Budget Amendment Necessary:** None.

**8. Fiscal Implications:** According to VDOT, The noise abatement alternatives required by the proposed legislation typically cost more than standard solutions currently employed by the agency. The cost of a vegetative buffer is estimated to be four times more expensive than a structural noise barrier due to right-of-way acquisition, planting, and on-going maintenance costs. The estimated cost of low-noise pavement cannot be determined at this time, although it typically costs more than standard asphalt or concrete mixes.

Depending on whether the work involved to implement the provisions of this bill is performed in-house or outsourced, VDOT will require additional funding for activities such as acquiring additional right-of-way, installing and caring for the vegetation, and installing the appropriate pavement. The costs for these expenses cannot be determined at this time.

**9. Specific Agency or Political Subdivisions Affected:** Department of Transportation

**10. Technical Amendment Necessary:** None.

**11. Other Comments:** None.

**Date:** 2/3/2009    dpb/smc

**Document:** G:\GA\FIS 2009\HB2577.doc

cc: Secretary of Transportation