

Department of Planning and Budget 2018 Fiscal Impact Statement

1. Bill Number: HB662

House of Origin	<input type="checkbox"/>	Introduced	<input type="checkbox"/>	Substitute	<input type="checkbox"/>	Engrossed
Second House	<input type="checkbox"/>	In Committee	<input type="checkbox"/>	Substitute	<input checked="" type="checkbox"/>	Enrolled

2. Patron: Murphy

3. Committee: Passed both houses.

4. Title: Department of Transportation to submit a plan for the remediation of the American Legion Bridge.

5. Summary: This bill directs the Virginia Department of Transportation (VDOT) to begin the initial design and related assessments for remediating the American Legion Bridge at the earliest time possible once necessary decisions have been made by the state of Maryland. The bill also requires VDOT to submit to the Governor and the General Assembly an executive summary and a report of its design and assessments when available.

6. Budget Amendment Necessary: No.

7. Fiscal Impact Estimates: Final. See Item 8.

8. Fiscal Implications: It is unknown when VDOT would incur costs related to this proposal since the bill requires VDOT to only begin initial design and related assessments once necessary decisions have been made by the state of Maryland.

However, according to the VDOT, the cost estimate for conceptual designs and related assessments breaks down as follows: Update Right-Of-Way survey, \$800,000; Engineering for I-495 from Dulles Toll Road to Georgetown Pike, \$1.7 million; Engineering for Georgetown Pike Interchange to Live Oak Dr., \$600,000; Engineering for Live Oak Drive to Virginia State Line, \$900,000 (note that engineering includes roadway, bridge and traffic engineering); and American Legion Bridge Type, Size and Location (TS&L) preliminary design report, \$1 million.

9. Specific Agency or Political Subdivisions Affected: Virginia Department of Transportation, Department of Rail and Public Transportation, Commonwealth Transportation Board, Fairfax County, Northern Virginia Transportation Authority.

10. Technical Amendment Necessary: No.

11. Other Comments: None.