

Department of Planning and Budget 2020 Fiscal Impact Statement

1. Bill Number: HB1217

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: Tran

3. Committee: Passed Both Houses

4. Title: Department of Transportation; at-risk infrastructure; report.

5. Summary: Directs the Department of Transportation, in collaboration with the Commonwealth Center for Recurrent Flooding Resiliency (CCRFR), to (i) identify roads and bridges under the jurisdiction of the Department at risk of deterioration due to flooding in Planning District 8; (ii) develop recommendations for managing such assets; and (iii) report its findings and recommendations to the Chairs of the House and Senate Committees on Transportation by the start of the 2022 General Assembly Session.

6. Budget Amendment Necessary: No.

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

8. Fiscal Implications: The Virginia Department of Transportation, in collaboration with the Virginia Transportation Research Council (VTRC), has already initiated a similar project to begin studying at-risk infrastructure in collaboration with the Virginia Institute of Marine Science (VIMS), which is a part of the Commonwealth Center for Recurrent Flooding Resiliency (CCRFR) along with Old Dominion University and the Virginia Coastal Policy Center at William & Mary Law School, titled “Developing a Strategy for Understanding and Addressing Sea Level Rise, Land Subsidence and Recurrent Flooding Impacts on Road Infrastructure.” This study was commissioned at a cost of \$1.5 million.

The existing study, which was initiated in 2019, could be used to generate much of the information needed for the report and recommendations required by this legislation as the current study area includes infrastructure in all of the localities in Planning District 8, with the exception of Loudoun County. It is anticipated that there would be additional costs associated with adding infrastructure in Loudoun County to the scope of the study to inform the report required by this legislation; however, such costs are currently indeterminate.

Additionally, the current study with VIMS is anticipated to be completed in October 2024. The existing study covers areas across the Commonwealth; it is possible that the work related to northern Virginia, with the addition of Loudoun County, could be completed in sufficient time to provide at least preliminary information to VDOT to complete the analysis and develop the recommendations required by this legislation by the beginning of the 2022

General Assembly Session. Any potential costs to accelerate work related to northern Virginia are indeterminate.

The Department relies on revenues generated for highway maintenance operations, which are fully appropriated in the 2020 Budget Bill (HB30/SB30). Therefore, additional appropriation is not needed. VDOT would have to cover any potential additional costs associated with this legislation by redirecting resources from other priorities.

9. Specific Agency or Political Subdivisions Affected: Virginia Department of Transportation, Commonwealth Center for Recurrent Flooding Resiliency, Virginia Institute of Marine Science.

10. Technical Amendment Necessary: No.

11. Other Comments: Planning District 8, includes Loudoun, Prince William, Fairfax, and Arlington counties and the cities of Alexandria, Manassas, and Manassas Park.